CYCLE NEWS®

WEST Vol. XVII : No. 32 August 20, 1980 **85¢**

Hank Scott

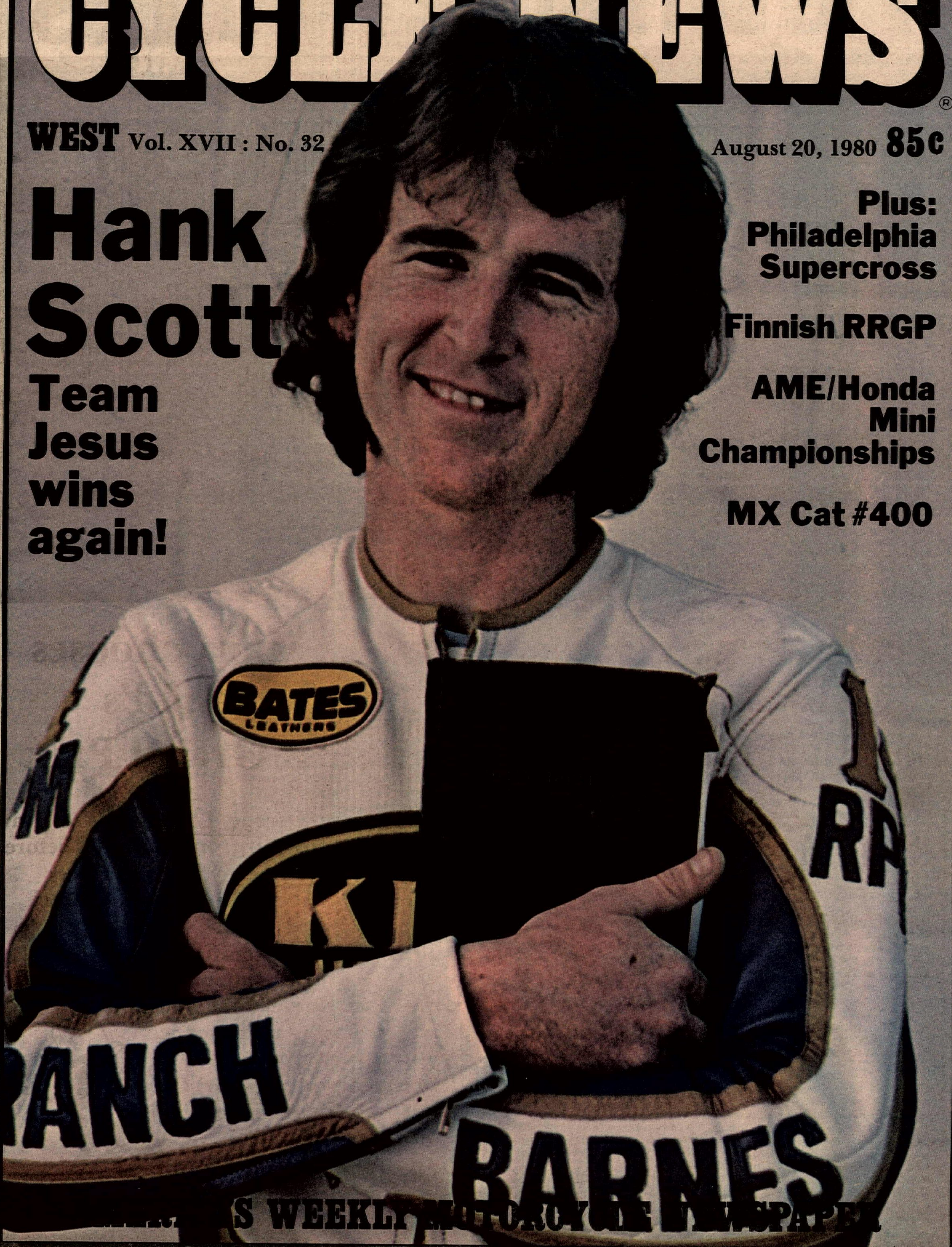
Team Jesus wins again!

Plus:
Philadelphia Supercross

Finnish RRGP

AME/Honda Mini Championships

MX Cat #400



AMERICA'S WEEKLY MOTORCYCLE NEWSPAPER

THE LATEST POOP BY PAPA WEALEY

Phantom Duck files 'massive class action lawsuit' against BLM, others

RIVERSIDE, CA, AUG. 11

The Phantom Duck of the Desert, Inc. has filed what spokesman Rick Sieman called a "massive class action lawsuit" against the Bureau of Land Management, the U.S. Department of the Interior, the United States of America, Secretary of the Interior Cecil Andrus, BLM/ Riverside Director Gerald Hillier, Draco Mines, Juniper Claims and other mines similarly situated. PDOD leader Louis McKey filed the suit on Friday, Aug. 8.

Included are the following causes of action: 28 USC 1331, 30 USC 612 (Violation of Multiple Use act of 1955), First Amendment (Violation of Free Speech Rights), fifth Amendment (Violation of due process and taking of property), Article i (Interstate travel and commerce), 28 USC 1346, 16 USC 1540 (Violation of Endangered Species Act) and 42 USC 1983 (Violation of Civil Rights Act).

"If we lose this one, forget it...the Phantom Duck is dead!" Sieman told *Cycle News*. This suit will cost us a minimum of $15,000, so anybody who wants to help, send a buck for the Duck!"

Contributions may be sent to the Phantom Duck of the Desert, Inc., 7896 Kempster Ave., Fontana, CA 92335.

Either could, but neither did. That was the story with our American World Title chasers last weekend. Brad Lackey lost his bid for the 500cc World Championship MX Series title to Team Honda's Andre Malherbe in the final round at Luxembourg. Malherbe, riding an American (Alan Hahn) tuned machine, scored a 3-3 second placing behind Honda teammate Roger DeCoster's 1-1 victory. The final tally was Malherbe 235, Lackey 221. DeCoster announced his retirement, but considering his 1979 retirement announcement, fans remain skeptical. King Kenny Roberts rode second to Randy Mamola in the British GP at Silverstone, so the possibility of KR not clinching his third championship title still exists. Roberts leads the series, 79 to Mamola's 66, with one race left: the West German GP on Aug. 24. For Mamola to take the title from Roberts, he'll have to win with King Kenny finishing 10th or worse.

Records fell like bowling pins at the National Motorcycle Racing Association's Golden Gate National drag races at Fremont, CA. Bo O'Brochta's Top Fuel Kawasaki lowered the elapsed time record to a smoking 7.30 seconds, as well as defeating Yamaha-mounted Jim Bernard in the final with a 7.52/ 181 mph run. Terry Vance's Pro Stock GS1100 Suzuki set new ET and mile per hour marks of 8.791 and 151.26, respectively. In the Pro Stock final, Vance edged Bob Carpenter, 8.80/151 to 8.87/147. Kawasaki-mounted Terry Kizer was the first man on a gas-powered motor to break the eight second barrier with a 7.92, and he took the Super Eliminator title over Jon Baugh (Kaw). Finally, Geoff Masters' Kawasaki was the first B/Gas class machine into the eight second category with an 8.896 run. Masters won the Pro Comp final, defeating Rick Stetson (Hon). Complete coverage next week.

Road racer Mike Baldwin will end 14 months forced retirement since breaking his leg by riding in the three remaining AMA Superbike Championship Series races for Team Honda. Baldwin will replace injured Ron Pierce beginning with the August 17 Winston Pro Series round at Pennsylvania's Pocono Raceway. Baldwin, reportedly looking very fit, recently had a two day practice session at Willow Springs (California) Raceway and is eager to return to action.

Patrick Pons reportedly crashed with Michel Rougerie at the Aug. 10 British GP sustaining serious head injuries. At presstime he was reported not to have regained consciousness.

A Land Use Plan for Hungry Valley State Vehicular Recreation Area reflecting the views of the Hungry Valley Citizens Advisory Committee will be discussed at a public meeting in Glendale on Aug. 27. The Citizens Advisory Committee for the state park unit will meet at 7:30 p.m. in the Adult Recreation Center, 201 East Colorado Blvd. A general plan for the area is scheduled to be presented to the California Park and Recreation Commission for its approval in the spring of 1982. All interested persons are invited to attend the monthly meetings of the Advisory Committee, ask questions, and make suggestions. People who do not attend a meeting may address their questions and comments by mail to Hungry Valley Planning Team, Department of Parks and Recreation, P.O. Box 2390, Sacramento, CA 95811, or they may phone 916/ 322-7554 or 322-7526.

Words of wisdom from motocross instructor Russ Darnell: "After many years of racing, teaching and observing motocross, I have come up with Darnell's First Law of Motocross. 1. A good rider can win on an average machine. 2. A great rider will win on any machine. 3. An average rider runs middle-of-the-pack, regardless of equipment. 4. In the face of superior technology, superior technique will always prevail."

More words from Darnell: LeBlanc Welding Company, sponsor of the Aug. 24 New York 125/500cc AMA National MX event, needs 100 workers. If you are a qualified welder or would like to get into a training program, phone 504/395-6136 and ask for "personnel." Explain that you heard about the job opening from Russ Darnell through *Cycle News*. LeBlanc's Ray Broussard says he'd welcome anyone from the motorcycle industry.

Tickets are now on sale for the eighth annual Bridgestone SCORE Off-Road World Championships, Aug. 22-24 at Riverside International Raceway. Contact SCORE International, 31332 Via Colinas, Suite 103, Westlake Village, CA 91362 or Riverside International Raceway, 22255 Eucalyptus Ave., Riverside, CA 92508. Tickets are also available at all Ticketron outlets. Info? Dial 213/889-6487 or 714/653-1161.

In the works is a new Peter Starr film, this one a half hour TV show for U.S. Suzuki. Starr filmed the Laguna Seca Superbike race, including for the first time ever, bike-mounted cameras on Dave Emde's superbike *during* the event. He made several "pit stops"...for film.

Bob Hannah is back on two wheels, terrorizing the locals at Boot Hill Motocross in an Aug. 10 muscular dystrophy benefit race in Virginia City, NV. Bob won the 250cc Expert race, reportedly in typically incredible Hannah fashion. Welcome back, Hurricane!

The fourth Greater Collectors Auction (of classic, antique and special interest motocycles) takes place Sunday, Aug. 17 at 11 a.m. at the Orange County Fairgrounds in Costa Mesa. There'll be a preview on Saturday from 6-9 p.m. For details, contact Don Fensler's Antique Motorcycle Auction Company, P.O. Box 3526, Long Beach, CA 90803, 213/433-4704.

The IDBA Summer Nationals, slated for Aug. 16-17 at Washington, D.C. have been postponed one week and moved to Dragway 42 in West Salem (Cleveland), Ohio. The new dates are Aug. 22-23. For info, dial 207/849-7886.

Did ITT buy Koni America? According to industry rumors, yes.

Remember Dick Kryder and Scott Boyer of Scott USA? As mentioned in a previous Latest Poop item, they've left Scott USA. And rumor has it that they're about to release a new line of Bob Hannah endorsed products.

There's a two-day speedway school slated for Aug. 23-24 at the Maely goose ranch. Phone the hot shoe wizard or his pretty wife Judy at 714/735-0540 for more info.

And then there's Costa Mesa's Fox Night...All females will be admitted absolutely free on Aug. 29 at the Orange County Fairgrounds track. And don't forget the U.S. National Championship, held for 11th consecutive year at Costa Mesa, on Oct. 11.

We stand corrected. Al Baker phoned Papa to bring the ol' boy's attention to the fact that Johnny O'Mara's 125cc USGP-winning Mugen was refered to as a Honda in the race report. The only parts of a Mugen that come from Honda are the engine cases, transmission and crankshaft, according to Baker. "It's like Can-Am using Rotax motors," Al explained. And we didn't call them Rotaxes...

American Honda announced a recall of more than 5,200 off-road racing motorcycles because they may pose a fire hazard to riders. The recall is being conducted voluntarily by the company in cooperation with the U.S. Consumer Product Safety Commission. The recall covers the 1980 model CR125R motocrossers. Honda informed CPSC that after extended use of the motorcycle at high speeds, the motorcycles' exhaust or expansion chamber could break along the upper welded seam, causing hot exhaust gases to discharge near the plastic fuel tank. If this occurs, the exhaust could damage the fuel tank, creating a potential fire hazard. The motorcycles being recalled have frame numbers 2100001 through 2107302. Consumers are warned not to ride their motorcycles until recall service has been performed. If you owe one of these motorcycles please contact your nearest Honda dealer to arrange for free installation of a new reinforced expansion chamber.

HosPITal STOP: Desert racer Patrice Payne suffered a broken leg at the Rovers M.C. team race and underwent surgery Aug. 4 to have a pin placed in the leg. By the time you read this she should be recuperating at home, so send those get well cards to 1895 Lawson, Simi Valley, CA 93065.

We were saddened to hear that Sid Tarbett, a Las Vegas desert Expert and regular SCORE competitor was slain in a parking lot shooting in Las Vegas recently. The Groundshakers M.C. will be holding a Sid Tarbett benefit motocross on Aug. 31 to raise funds for Sid's wife and five-month old child. The race will be on an all new course in Kanab, UT and will be billed as the Arizona/Nevada/Utah Tri-State Championship. For more info, contact Casey Folks at Sportsman Cycle, 702/457-0343.

Shell Thuet and John Reed have dissolved their partnership on friendly terms, and Reed has sold his share of Shell Racing Specialties to Richard Plueger. The La Habra shop has been closed; the SRS shop is now in Hemet. Need more info? Dial 714/927-3965.

WASHINGTON, DisClosed

The Continuing Saga Of U.S. Rep. Robert Walker

The legal types at the United State Department of Justice are trying to figure out just what it is that attracts some of us foolhardy folks to motorcycles. Here's what they've come up with: "There is, moreover, a hard to define, near mystical bond between a biker and his bike, as well as an ill defined aura about motorcycles . . . reverence for the motorcycle has prompted couples to participate in club sponsored wedding rituals while sitting on their bikes as the club president reads mock vows from a Harley-Davidson repair manual. The exact relationship between a biker and his 'chopper' cannot be totally explained. Nevertheless, law enforcement personnel should be aware of this bond."

Okay, you mystical types out there, get ready. The Justice Department seems extremely interested in all this ill defined aura, H-D repair manual ritual stuff. And if you think U.S. Represenative Robert Walker's House Concurrent Resolution held distorted views, wait 'til you hear some of the finding contained in, "Outlaw Motorcycle Gangs: An Interim Report," compiled by the Drug Enforcement Administration (DEA), Office of Intelligence, Dangerous Drugs Section of the U.S. Justice Department. As stated in the report's purpose (and there's always a purpose to madness), the document provides criteria for DEA's investigation of motorcycle gangs and "it is anticipated that this report will be used as a frame of reference by Regional, District, and Residence Offices to judge the cr'minal importance of outlaw motorcycle gangs."

In general, the report includes just about every innuendo and hearsay ever printed about motorcycle gangs, and throws an interesting light on the way federal bureaucrats view them. But, more on that later. Of real importance is that Congressman Walker says he used information contained in the study to fuel his argument that motorcycle gangs are the main cause for the drug problem in this country. The report, however, does not back Walker's statements in many areas and is further evidence of the legislator's attempts to distort the truth and undermine the welfare of the entire motorcycling population.

Two weeks ago, this column explored the shaky grounds Walker staked his outlaw gang bill on by comparing testimony he obtained to second hand sources in the form of a magazine article and a television program. Also, it was mentioned that the group which conducted the investigation Walker led is not an official congressional committee, but merely a Republican "research" organization. The conclusion was that Walker is just trying to get reelected by keying in on a good hometown issue with total disregard for the possibility of creating an atmosphere of harassment for every motorcyclist who may appear to be an outlaw. This week, we'll further explore some of the inconsistencies between Walker's "facts" and where he got them.

Walker often states that 95 percent of all drugs transported in this country are moved by motorcyclists. In addition, all the methamphetamines produced here are by the bikers. Furthermore, 95 percent of all illegal drugs smuggled in from South America are brought in by these gangs. The Justice Department report is used by Walker as the source of these allegations. Yet, according to the DEA study, "at least 20 percent and as much as 50 percent of the entire U.S. methamphetamine market may be controlled by outlaw gangs." And, while last year there were 235 "clandestine laboratory seizures" reported to the DEA, "only eight of the seized laboratories were known to be directly controlled by outlaw motorcycle gangs." Does eight out of 235 sound like the gangs control 95 percent of the market? Does 20 to 50 percent total 95 percent? I think not. Rhetorical questions aside, it appears Walker either can't add or can't read plain English.

The report also states the gangs are "provincial in their outlook," and thus, "have not developed the highest level contacts for heroin, cocaine, and marihuana (sic) as have the more traditional groups of organized crime. Part of this may be explained," the report adds, "by their basic mistrust of and prejudice against minorities and foreigners." Still, Walker says he learned from the study that bikers move drugs in from South America — a foreign country — and operate like the Mafia, a minority. This even prompted the congressman to testify before the House Select Committee on Narcotics Abuse and Control, July 7, 1980, in Philadelphia, that: "Outlaw motorcycle gangs have on their own and in some cases in collaboration with traditional organized crime families gained control of a portion of the illegal drug market in this country." To compound the situation, the DEA report maintains that motorcycle gangs' "penchant" for drugs "does not indicate that the gangs necessarily have developed the expertise to produce illicit drugs."

Hmmm. Is that why Walker bellyaches in a news release that, "The fact that they (the Justice Department) have said nothing and done little to address the problem of outlaw gangs on a national scale is puzzling." Of course it's puzzling, the Justice Department obviously does not believe it has a case — and besides, it has more important things to worry about like Billy Carter.

Independent from many constraints the bureaucracy faces, a congressman like Walker is relatively free to turn the facts to his liking . . . which he is doing in this case. And Walker wonders, in his release, "What kind of pressures have been brought to bear which have resulted in so little attention to so evident a menace." Poor Congressman Walker, he's now the martyr, alone in his struggle against those nasty bikers. "I am keenly aware of the attempts at political intimidation which have been directed at me and the other cosponsors of H. Con. Res. 220," he says. And beware of the motorcycle press, he told the House Select Committee in Philadelphia, for the committee will discover "that publications and organizations within the legitimate motorcycle community are rapid to spring to the defense of these outlaw gangs . . ." Nobody's defending the outlaw gangs. They have better lawyers than most of us. We are, however, fighting the promulgation of half-truths, lies and legislative chicanery which serves as the basis for Walker's bill, and which will ultimately lead to influence public opinion of motorcycling in general.

But let's not get personal. If Walker sees a problem with the gangs, then he should name them in his bill. The Justice Department does not make any sweeping allegations against outlaw motorcycle gangs, it names the four gangs it feels are causing the problem. Once again, why doesn't Walker do the same? He says over and over again that he is not trying to hurt the image of the majority of law-abiding cyclists, that they should not be concerned with his bill. Then why did Walker tell the Motorcycle Safety Conference earlier this year in Washington, D.C., that: "I think, too, that the motorcycle industry ought to be concerned about cleaning up its image." This statement belies everything Walker says and hints that he feels all motorcyclists are really the culprits.

Aside from what the Justice Department report does to Walker's credibility, it contains an amazing amount of pertinent information. For example, did you know that there are four categories of bikers? One of them is entitled, "Fun Seekers," and the boys at the DEA say that "for a lack of a better term, Fun Seekers are generally impressionable youth who view an association with a motorcycle club as an escape to 'partying and having fun.'" And let's see, the Hell's Angels were originally called the POBOB's for "Pissed Off Bastards of Bloomington." Oh, and what do we have here . . . "Some authorities, however, have voiced the opinion that outlaw gang members are confirmed nihilists who believe that American society will eventually fall through its own mismanagement and greed." Hey, that sounds like Jimmy Carter talking! But the Justice Department takes it one step further, because it says, "When this occurs, outlaw motorcycle gangs expect to be in a position to 'pick up the pieces.'" And I always thought it was the meek who will inherit the earth.

The report also explains to law enforcement types what F.T.W. means (in very graphic terms for lawyers, I might add), and what exactly constitutes a top and bottom rocker. We also learn that the Outlaws M.C. in Atlanta "employed" red lights in its clubhouse "in the event that the clubhouse came 'under attack' or the members were forced to flee the premises." Why the red lights? So gang members could "facilitate a rapid adjustment to night vision." Finally, the report contains sample outlaw motorcycle gang constitutions, in which we learn that the Bandido's M.C. does not allow, "No fat Mexicans."

The most important part of the report, no doubt, is the dictionary of motorcycle jargon. "Bible: Harley-Davidson Manual." Hey! I live and breathe by my Ducati manual, what gives? •

Jim Zoia

THE NATIONAL PAPERS

I watched another chapter being written into the books at Laguna Seca recently when Kenny Roberts wheeled his brand new Yamaha 500 to a win, his 29th career victory.

I also saw him win his first one back in 1972 when he won at Houston as a rookie Expert. A nine-year span, bettering the dozen years it took Bart Markel to set the mark at 28, topping Joe Leonard's 27 that also covered nine years.

It was rather amusing to read an article talking about Kenny recently in one of the cycle monthlies. It stated that perhaps a lot of racing fans did not know that Kenny was also a former dirt track racer!

Roberts won five dirt Nationals before he ever won his first road race. That came during his third season as an Expert on the National circuit.

I told Kenny in the winner's circle at Laguna Seca that I had run out of records for him to challenge. A few years ago, we had him going after the one where a rider wins all five by type. He did it, and then we had him going for all five by type in a single season. He did that, also.

Last year he became the winningest road racer in our racing books, and now he has won more Nationals than any other rider. What's left?

It is also interesting perhaps to point out that that all four class main events at Laguna were won by riders that started their racing careers as dirt trackers.

Rich Arnaiz won the Novice final in what may be his first or second attempt at major road racing, or road racing of any type. Eddie Lawson ran away with the Expert 250 final in record time. Freddie Spencer, who is always happy to tell you that he is a dirt tracker first and road racer second, topped the Superbike class, and of course, Roberts won the Formula One race for the fifth time at the track often called, "A long Laconia."

Much has been said of late that bigger is not really faster. Roberts now has ridden a 500 instead of a 750 on two occasions in AMA Nationals, and won them both. Why anyone would have to have a powerplant that ran faster than his (or was bigger) is a real mystery.

It was also perhaps fitting that Kenny should take the record by winning a road race. Nearly half of his record total came from pavement wins from coast to coast, and there is no road race course listed that he has not won at least once.

(Continued to page 23)

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Sharon Clayton, Publisher.
Caroline Gendry, Executive Secretary to the Publisher.
Susan Knecht, Executive Secretary.

Editorial
Charles Morey, Managing Editor. Dale Brown, Editor. Mark Kariya, Editor.

Advertising
Skip Johnson, National Sales Manager. Terry Pratt, Sales Manager. Linda Brown, Advertising Coordinator.

Graphics and Production
Kristin Cooper, Graphic Artist. Barbara Travers, Assistant. Marion Hatashita, Typography. Dennis Greene, Laboratory.

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Want Ads
Leslie Tharp, Want Ad Sales.

Service and Support
Chris Aitcheson, Receptionist. Jim Leal, S&S.

West
2201 Cherry Ave., Long Beach, CA
P.O. Box 498, Long Beach, CA 90801
(213) 427-7433; L.A. Line 636-8844.

East
4190 First Ave., Tucker, GA. P.O. Box 805, Tucker, GA 30084.
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ON THE FRONT PAGE: Facing the '80 season with a throttle in one hand and the Bible in the other, Hank Scott led the point standings at the halfway payoff and leads now with his DuQuoin Mile win. Photo by Gary Van Voorhis.

INSIDE

COLUMNS: Washington, DisClosed and The National Papers 3
SUPERCROSS: Bell wraps up title in JFK Stadium 6
MILE: Team Jesus smokes at DuQuoin Mile 8
INTERVIEW: Hank Scott — riding with the Good Book 10
ROAD RACE: KR closes in on third World title 18
MINICROSS: AME/Honda mini finale at Lake Whitney 20
DESERT HOTLINE: Ogilvie/Miller team for team race win 22
SPEEDWAY WEEK: Christian down south, Faria up north 24
WESTERN HOTLINE: MX — smiles despite shattered scoots 26
NORTHERN DATELINE: Radical Ron tackles CMC Bosch Series 32
CALENDAR: Weekends are made in advance 36
RESULTS: How some weekends went 41
WANT ADS: Who said anything about a recession? 42
FUNNIES: MX Cat's 400th appearance in *Cycle News* 46

VOICES

Yeah, Hank Scott!

Congratulations to Hank Scott who finished on top at the completion of the first half of the Winston Pro Series. For those who don't follow the Class C Pro circuit, Hank is the younger brother of former Grank National Champion Gary Scott. A hard act to follow especially when it's family. Hank finished seventh last year on the pro circuit. With three National wins this season, he has taken home the gravy at the halfway point.

With the usual bad publicity surrounding the motorcycle enthusiast, Hank stood on his Christian beliefs and claimed his success is due to his faith in the Lord. According to Genesis 1:27, "God created man in his own image and likeness." Well, I guess that proves it. God does ride a Harley.

WALT KOJDICKI
Torrance, CA

Along with a Triumph on the TT tracks and a Yamaha in short track races. Walt, we're sure you'll enjoy the Hank Scott interview that begins on p. 10...Editor.

Has Bast retired or lost faith?

I'm writing concerning the alleged recent retirement of Mike Bast. Bast is presently the reigning number one in speedway, and has been National Champion seven times. Mike has been riding Speedway since the age of 15 and has done much for the sport. His riding has drawn many thousands of fans to the four Southern California tracks.

I first watched Mike three years ago and have been a loyal rooter ever since. His clean and smooth riding style which has dominated over the years is really exciting. I had the pleasure of meeting him early this year after a race and found him to be a true gentlemen and a very impressive ambassador for the sport. Now all the sudden, he has retired. It was a total surprise and one would have to wonder why. He's been having a good year and looks better week after week. He's currently fourth in points and has been dominating in the scratch racing at Ascot and San Bernardino. Anyone close to the sport knows about his dedication and professional approach to the sport.

Well it seems as though there must be some not so obvious reason. When one looks into the situation there appears to be many possible reasons. First off, Mike is going to New York this week to race. Apparently therefore he has not retired, but has lost faith in the local tracks and more importantly their promoters. It seems that the tracks are not maintained and set up in the best interest of the riders. Infield facilities are in some instances inadequate and general regard for the rider is unapparent. The promoters for the most part have a dictator situation at their tracks. The rider is therefore at his mercy and the attitude seems to be if you don't like it then that's tough. If you don't like it then don't race.

Being that racing is their bread and butter they put up with a lot of situations they should not have to. I also found out that being number one has virtually no benefits. In this day and age of large purses for the champ, bonuses and especially show money, for the speedway rider it's merely more pressure and hearing the crowd cheering for the underdog. This seems like little reward for putting up with the travel, bumps and bruises, and the four stop a week grind. It would seem to me the promoters should take better care of the men that generate their huge earnings. I can only hope that the people responsible for his early retirement will rectify the situation and allow racing fans to once again enjoy watching Mike Bast do what he does best. I would ask other speedway fans to write the promoters and *Cycle News* and express their support.

DAVID J. BOUDREAU
Lakewood, CA

Sierra Club degeneration

Ten years ago, I was the president of a college biology club and was considered a radical environmentalist; yet I was able, in good conscience, to ride a dirt bike. At that time I greatly admired the work of the Sierra Club and probably agreed with most of their positions. To me the Club symbolized all that was best in the environmental movement.

Sadly, over the last 10 years the Sierra Club has degenerated into something quite different. Today the Club is being used by a radical segment to stop all progress and stifle all development. Today, this group is agitating for a massive land grab in the California desert: asking, quite literally, for the exclusive use of 12.5 million acres of public land. This action, if successful, will do tremendous, possibly irreparable, damage to the image of conservation and the environmental movement.

Something must be done to combat this menace. At present, the only voice being heard is that of the radical preservationist. This monopoly must be ended. It is time for the moderate elements of the environmental movement to speak out, before it is too late. It is time for a dissenting view.

I propose that a committee, consisting of conservationists and Sierra Club members, be formed. The purpose of this committee would be to formulate and state the moderate position. The existance of such a position must be made known prior to the finalization of the California desert plan.

Sierra Club members: If you are unhappy with the tenor and content of the material being issued in your name, I request that you contact me immediately. We need to bring the voice of reason back to land use discussions. All citizens have an equal right to the use of public land. None must be unfairly penalized. We can have land use plans that will protect the environment and resources and still allow all citizens fair and adequate opportunities for recreation.

Please hurry, time is short.

RICK GOCHNAUR
8202 Vista del Rosa
Downey, CA 90240
213/862-3975

HB 7702 threatens Kennedy Meadows

This letter is an emergency bulletin for every rider who has ever enjoyed the mountain trails at Kennedy Meadows in the Sequoia National Forest, or ever wishes to.

Congressman Phillip Burton of California has introduced HB 7702, which would convert all of the existing trail and open area (above Woodpecker Canyon, which means anything that isn't desert) to Wilderness. You all know what effect it had when the 350,000 acres were converted last year. The trail system was reduced by two-thirds. This bill would wipe it out, entirely, forever.

Th bill has already passed committee and is in the full house. Write *now* to your Congressman and indicate your complete opposition to HB 7702, if you ever enjoyed Kennedy Meadows. For those of you who haven't, but believe in the rights of off-road users to enjoy the outdoors, besides sand and cactus, write in support.

HB 7702 is a "hidden" attack on off-road. It contains grand ideals about wilderness preservation and scenic beauty, and ignores the hopes and needs of the recreationist. Don't let them sneak this in the back door. *Write today!* Tomorrow will be too late.

DONNA ADAMS
Team BCARTI

Published letters do not necessarily reflect the position of Cycle News, Inc. Send letters to Voices, Box 498, Long Beach, CA 90801.

Wes Cooley and Graeme Crosby teamed on a Yoshimura GS-1000 Suzuki to capture the Suzuka Eight Hours World Championship Endurance Race in Japan.

56 teams consisting of the best endurance riders in the world competed in this grueling, punishing eight-hour marathon. But, when it was all said and done, Wes and Graeme were 40 seconds ahead of their nearest competitor.

Graeme was also top qualifier with a lap time of 2:17.62.

That's showing 'em how to go the distance, guys. Congratulations!

Suzuki outdistances everyone at Suzuka.

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REALLY COUNTS.

Sunday's main event start finds Chuck Sun (63), Mark Barnett (10), Jim Gibson (29), Darrell Shultz (15) and winner Broc Glover (11) in front.

AMA Supercross Series: Rounds 14-15

Bell, Glover fly at Philly, Bell locks up title

By Tom Mueller
Photos by Henny Ray Abrams and Mueller

PHILADELPHIA, PA, AUG. 9-10

Yamaha factory riders Mike Bell and Broc Glover each took a turn at dominating the jump-studded but short course at JFK Stadium, but when the doubleheader weekend came to a close it was Bell out front alone as the new 1980 Supercross Champion. Bell has seen titles elude him in the past, but now it was his turn to displace teammate Bob Hannah and take the coveted crown home.

Second in the standings and now mathematically out of the game with only one round remaining in San Diego on October 25 is Suzuki's Kent Howerton. Howerton got the edge on Bell in the 250cc National Championship race, but Bell returned the favor in Supercross competition. Honda's Chuck Sun, Suzuki's Mark Barnett and Glover trail Howerton into the final round.

"I'm going to call my mom and dad and tell them I won — maybe then it will sink in that I'm the new champ. It sure feels good," said Bell.

Only a small portion of JFK Stadium was utilized for the event, due to the fact the infield was covered with plush turf which is used by the Philadelphia Eagles football team. The area was constantly being watered and became off-limits to course designers. What resulted was a short course — one that Bell could cook over in 45 seconds. Pace Delta Motorsports, the promoters of the event, opted for jumps that catapulted riders straight up into the air every 10 feet or so on the straights. Timing was critical, and small mistakes turned into big injuries. Many riders found themselves under pressure and crashed out of contention. The injury rate was high.

Supercross racing hasn't visited Philadelphis since 1974, and its return to the area was rather well received. Reported attendance was 20,393 for Saturday and 18,857 for Sunday, and those who attended were an enthusiastic bunch that received the attention of CBS cameras as they filmed the race for one of their *Sports Spectacular* slots.

Saturday

Practice got underway with Bell getting down to business in short order in the first practice group and jumping some jumps two at a time. "I haven't even done everything I'm going to do yet," said Bell afterwards. "There's no sense in giving riding lessons to everyone. As short as the course is, there's many places to pass. It's too bad they couldn't use more of the area. They would have had the best track of them all."

"There's only one fast line," said Howerton. "You can take other lines, but they're slower." Howerton was attacking the course with a Team Suzuki twin shock bike as were teammates Denny Bentley, Danny LaPorte, Mark Barnett and Brian Myerscough. Only Marty Smith and Darrell Shultz used the Floating Suspension System-equipped bikes.

"The Floaters are 17 pounds heavier than the twin shock bikes," said Howerton. "That 17 pounds puts you in a whole different ballpark in Supercross."

Some complaints were heard concerning the danger of some jump sections after the first practice session, and some parts of the track were reworked before practice started again.

The second time out New Jersey rider Kevin Kirby went down hard and broke the femur in his right leg. It was the start of many jump-related injuries.

Heat one saw Glover, Bell, Myerscough, KTM's Boo Stichter and Smith in the hunt for first. Bell went into the lead and Glover fell. Then in the over/under tunnel section a freak accident occurred. Myerscough took out a banner on top of the bridge, and when Bell came underneath the bridge the banner caught him around the neck! He was able to hold his pace, but the banner made Bell look like he had just escaped the hangman's noose.

Bell pulled out a lead to the checkers with Stichter getting second and never letting go. Glover charged back and got RPM rider Mickey Kessler for third. Kessler was followed by Arlo Englund for the final transfer slot.

"I didn't know Glover was getting close," said Stichter, "but he kept coming and coming. Then at the finish, wham! He was way up in the air! I had to look back and see if he crashed, but he made it."

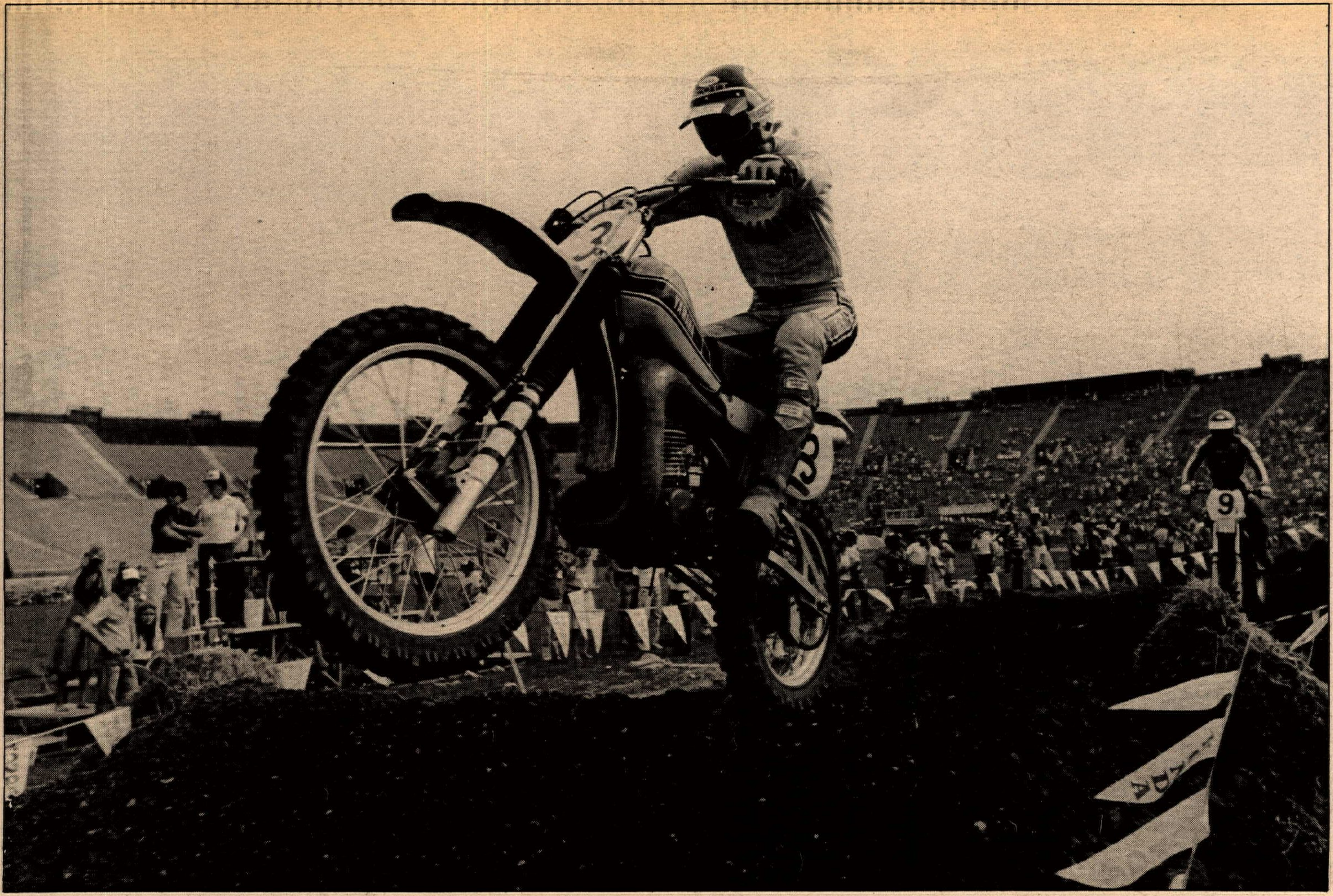
Honda riders Donnie Hansen and Jim Gibson led qualifier two, but the first time around Gibson and third place rider Howerton went down when Howerton jumped on top of Gibson's downed bike. Hansen never let go of first and Kawasaki's Jeff Ward slid into second. Howerton put in a remarkable ride from 18th to third, while LOP's Marty Moates took fourth. Pat Moroney fought with a flat front tire for most of the race but still charged to fifth.

Sun, RPM's Gary Pustelak and Steve Wise on a factory Honda led the heat three charge. Pustelak dropped back and Wise got Sun. Honda support rider Dan Conway moved to third and LOP's Steve Martin took fourth. Dave Hollis kept the gas on for the final transfer, pursued by brothers Frank and Andy Stacy on KTMs.

"I felt uncomfortable at first and left Steve at the helm. Then I bumped the motor out of gear and then I stalled it," said Sun.

Once again, Yamaha's Marty Tripes showed everyone that when he wants to win he can. There wasn't such a thing as throttle control for Tripes through the jumpy straights — he just held it on. Barnett was back in second followed by a cluster consisting of Donnie Cantaloupi on a factory Yamaha, Kawasaki's Warren Reid and Suzuki's Danny LaPorte. Denny Bentley ate it hard and did possible damage to his shoulder, putting himself out for the weekend.

Then came the move of the day. Tripes, Barnett, Reid and LaPorte came across the line for their transfers. Cantaloupi was headed for the fifth and final slot, but Kawasaki support



Mike Bell, leading Steve Wise here, sewed up the 1980 Supercross title with his win Saturday night and third on Sunday.

rider David Bailey came up to challenge. In a berserk move he put a wheel in front of Cantaloupi at the last jump and the two crashed off the track. Bailey went over the bars, rolled twice, and was up dancing around!

"I knew if I held it wide open in those jumps and ate it — even if I broke my bike or body — it would at least get me in the main!" said an elated Bailey.

Tripes was exhausted in the pits. "If I was changing lines it was because I was so tired. I haven't ridden much because I've been hurt."

Jim Gibson and Jeff Hicks found a way to the final by virtue of their 1-2 placings in semi one. Honda's Rich Coon fell and injured his left shoulder. Cantaloupi and Shultz diced in semi two with Shultz passing on the inside in a sweeper to win. The two were followed to the final by consolation winner Kris Bigelow, who was challenged all the way by Frank Stacy.

Ward, Bell, Hansen, Gibson and Bailey led the invasion into the final's first turn. Bell took Ward in the back straight and ran away to hide. Hansen dropped back and Gibson was moved on by Wise and Sun, who had passed Bailey. Shultz crashed and Moroney was off the track. Steve Martin crashed and laid in pain on the track, and Barnett and Howerton took up the chase in the 7-8 positions.

At halfway things stayed the same, but then Barnett and Reid took Bailey. LaPorte went down, another victim of a misjudged jump. He crawled off the track. Ward went down and Gibson took second after passing Wise. Then Reid flew off the track.

Bell took the win with a nine second lead over Gibson with Wise, Barnett, a nimble Glover, Sun, Howerton, Cantaloupi, Hansen and top privateer Bailey following.

"My mechanic was telling me 22 laps to go after I went three laps. I wasn't ready for it. The track got kind of rutted," said Bell. At the start of the race it had mistakenly been announced the final would be 25 laps instead of the usual 20.

"I slowed up towards the end because I couldn't see Bell and I didn't want to crash out," said Gibson.

"I was pressing super hard to pass lappers. Then my back started to hurt," said Wise.

Bell's neck looked nasty from the banner incident, and he had put salve on it to keep sweat off, which would have made it sting.

Sunday

Hansen, Ed Brazina and Shultz led heat one, but soon it was Bell again into the lead for good, chalking up another three points towards the title he wanted so badly. Shultz carded second and Hansen third, with Cantaloupi edging Martin at the line.

"I need a seventh today to win (the title)," said Bell as he awaited the final.

Gibson, Ward and Howerton volleyed for position in qualifier two with Howerton winning. Gibson followed even though he had fallen, and Ward hit the inside of the tunnel. Myerscough moved into transfer slot three with Mark Garrison of Keystone MX Works next. Marty Moates made the final with fifth, even though he had thrown it away earlier while battling with Myerscough.

Tripes again displayed his talent with a blast past Sun, Wise, and Frank Stacy in heat three. Then Stacy squared his back off against a cement wall in a crash. He was in pain but OK. Tripes won by 10 feet over Sun, Wise, an on the gas Jimmy Ellis and Dynamic Cycle/ Hi Point's Kris Bigelow.

"I took a really bad shot on the back. It's really sore, but nothing's going to keep me away from Europe," said Stacy. He heads for France to compete in the ISDT in September.

Hollis showed privateers can turn up the wick as he led heat four followed by Reid and LaPorte. Barnett worked into the lead, and then LaPorte moved past then second place rider Reid. Kawasaki's Gaylon Mosier got Hollis, but fell. Kessler was pumped by his New Jersey cheering section and rammed to fourth. Hollis hung on and claimed the last transfer.

"I was going for it. Mosier got by and then he ate it. I wasn't going to let him get the transfer," said Hollis.

Glover led a berserk Moroney across the line in semi one, with CSM's Darren Rhoten crashing in a last ditch effort on Moroney.

"I wasn't going to stick around and look like a turkey. It was crash or qualify. You try and ride a stock bike at factory speeds!" said Moroney.

Bailey took command of semi two with Englund closing at the finish. LOP's Mike Brown was involved in a crash that left him with a concussion.

Yamaha support rider John Day made his way to the final with a ride from behind in the consolation race.

Glover did it before and he did it again this time, taking the holeshot in the final and running to the checkers uncontested. Gibson had second but Tripes took the position over Wise. Barnett and Bell followed. It didn't take long for the leaders to become engulfed in lapped riders. Tripes faded and Bell slid into second. Then a charging Howerton passed Tripes, but Tripes got him back when Howerton was slowed by Cantaloupi. Howerton took Tripes again and mounted a charge for Bell, getting by on the front straight late in the race. Bell seemed to be content as Glover, Howerton, Bell, Tripes, Wise, LaPorte, Shultz and top privateer Kessler crossed the line.

"I tried to hold a pace but I went by a scoreboard and was gaining a second a lap. In my home town of San Diego the fans will be a factor," said Glover concerning the final Supercross round.

"I wanted a good start but I was bunched in. The last five laps I saw Kent was catching me. I'd like to thank Dave (Osterman, Bell's mechanic). We didn't have one DNF the whole series," said Bell.

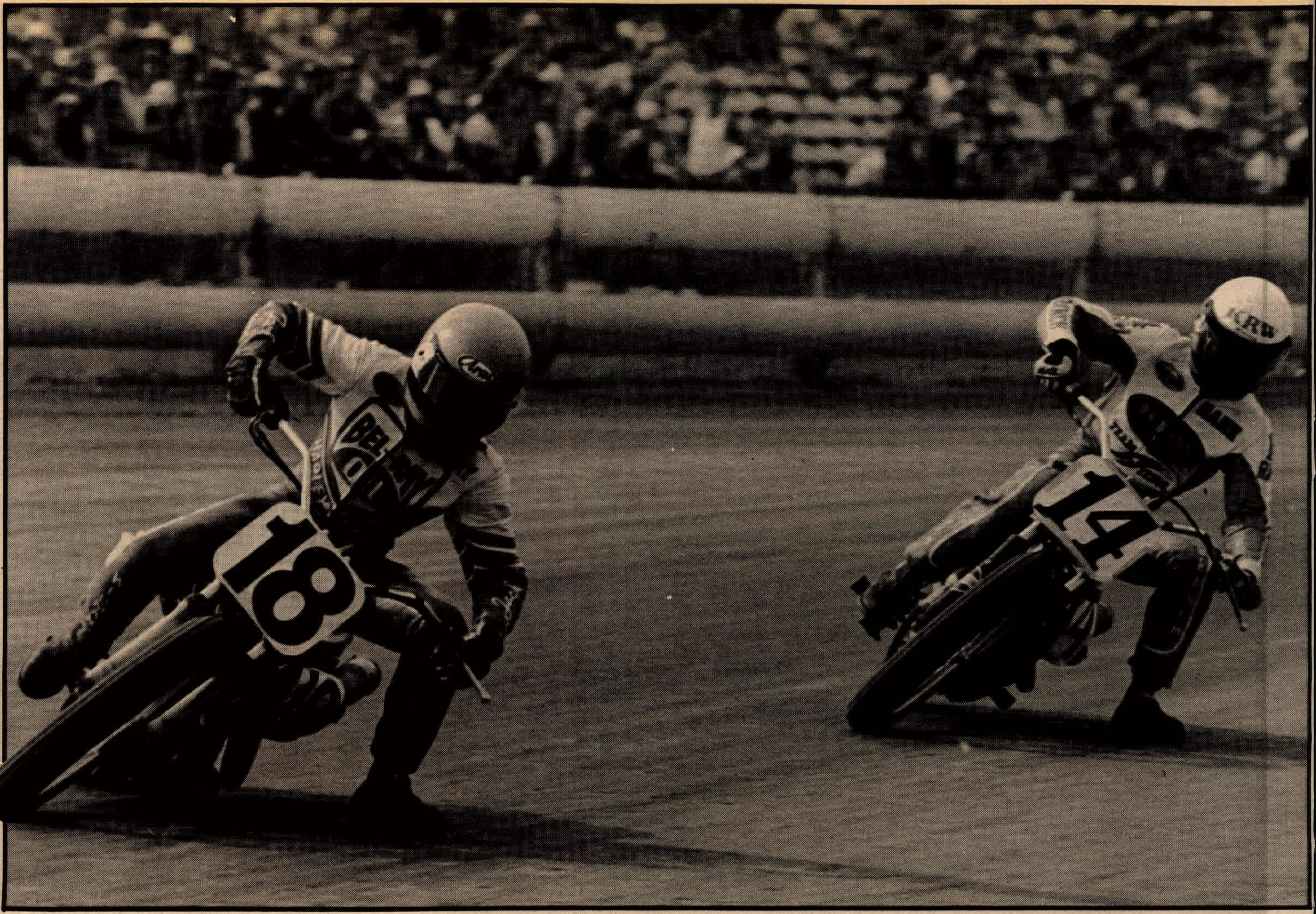
"There were too many factors against me this time," said Howerton. "It was a matter of survival out there. Now comes the Trans-AMA — real motocross." ●

Results

SATURDAY: 1. Mike Bell (Yam); 2. Jim Gibson (Hon); 3. Steve Wise (Hon); 4. Mark Barnett (Suz); 5. Broc Glover (Yam); 6. Chuck Sun (Hon); 7. Kent Howerton (Suz); 8. Donnie Cantaloupi (Yam); 9. Donnie Hansen (Hon); 10. David Bailey (Kaw); 11. Warren Reid (Kaw); 12. Marty Tripes (Yam); 13. Arlo Englund (Yam); 14. Kris Bigelow (Yam); 15. Dan Conway (Hon); 16. Boo Stichter (KTM); 17. Marty Moates (Yam); 18. Dave Hollis (Yam); 19. Pat Moroney (Yam); 20. Jeff Hicks (Yam); 21. Jeff Ward (Kaw); 22. Steve Martin (Yam); 23. Mickey Kessler (Yam); 24. Danny LaPorte (Suz); 25. Darrell Shultz (Suz).

SUNDAY: 1. Broc Glover (Yam); 2. Kent Howerton (Suz); 3. Mike Bell (Yam); 4. Marty Tripes (Yam); 5. Steve Wise (Hon); 6. Danny LaPorte (Suz); 7. Darrell Shultz (Suz); 8. Mickey Kessler (Yam); 9. Mark Barnett (Suz); 10. Donnie Hansen (Hon); 11. David Bailey (Kaw); 12. Chuck Sun (Hon); 13. Jim Gibson (Hon); 14. Jeff Ward (Kaw); 15. Donnie Cantaloupi (Yam); 16. Steve Martin (Yam); 17. Dan Conway (Hon); 18. Jim Ellis (Yam); 19. Warren Reid (Kaw); 20. Pat Moroney (Yam); 21. Arlo Englund (Yam); 22. Kris Bigelow (Yam); 23. Dave Hollis (Yam); 24. John Day (Yam).

AMA SUPERCROSS SERIES POINT STANDINGS: 1. Mike Bell (372); 2. Kent Howerton (329); 3. Chuck Sun (309); 4. Mark Barnett (277); 5. Broc Glover (275); 6. Jim Gibson (239); 7. Steve Wise (199); 8. Donnie Hansen (154); 9. Warren Reid (151); 10. Marty Tripes (133); 11. Darrell Shultz (132); 12. Brian Myerscough (129); 13. Donnie Cantaloupi (125); 14. Jeff Ward (102); 15. Marty Smith (99); 16. Danny LaPorte (93); 17. Rex Staten (84); 18. Arlo Englund (70); 19. Jim Ellis (60); 20. (TIE) Rick Burgett/Larry Wosick (45).



Terry Poovey led Hank Scott early in the National, but then "Pooh Bear's" rear tire went flat and Hank went on to win the National.

AMA Grand National Championship/Winston Pro Series: Round 18

Hank Scott works o

By Gary Van Voorhis
Photos by Bert Shepard/Silver Shutter and Van Voorhis

DUQUOIN, IL, AUG. 10

Hank Scott believes in miracles. Scott wrapped up his fourth National win of the season and continued his sweep of the Winston Pro Series mile competition this season with a convincing win at the rescheduled running of the DuQuoin Mile at DuQuoin State Fairgrounds.

One week ago Scott and tuner Sal Acosta parted ways leaving Hank without mile and half mile bikes to continue his quest for Number One.

"Things looked pretty bleak," said Scott. "But I knew something would come up. I lined up a ride for DuQuoin with Gary Peel, Tex's brother, and also bought Tom Josephson's Harley. I wasn't about to give up."

Few people gave Scott a chance of coming up with a ride capable of a top five placing much less a win on such short notice. However, Scott has had a way of proving people wrong all season and he did so again at DuQuoin. His "miracle" put him back on top of the point standings by a scant two points, 120 to 118, over Randy Goss.

Ricky Graham put in a strong ride to come up with second place. He stayed close to Scott in the closing laps, but was never able to get close enough to catch Hank's draft and really threaten. Tex Peel is the owner/tuner of Graham's bike and it was a happy celebration in winner's circle for the Peel brothers.

Mike Kidd made his way through a battle in the middle laps to come up with third place after what he said was "a very long ride. I charged into turn three on the opening lap and discovered that I had no brakes. That really made things funs. I could have won if I had brakes, I know I could've. The season isn't over by a long shot."

The big losers at DuQuoin were Steve Morehead and Scott Parker. For Morehead it was the third National in a row in which Lady Luck has frowned on him. "Things have got to turn around soon," said Morehead. "Everything was right when we got to the track and then it just went downhill from there." Morehead didn't make the National and scratched from the Trophy Race.

"I tried everything I could, but this just wasn't our day," said a frustrated Scott Parker after joining Morehead as a spectator for the National. "It's a real let down after doing so well last weekend."

You wouldn't have known it was a rescheduled event as the grandstands were filled with cheering fans who took the 100 degree heat in stride and only voiced their disapproval when it was announced that the National would be cut from 25 laps to 20 due to worries about excessive tire wear.

Qualifying

Terry Poovey just knew he had clinched the pole with a 37.95-second run on his Sisemore Traveland/Bel-Ray/Widman H-D XR750, but Garth Brow had other ideas and put his Mike Johnson-built and tuned/JB Racing-sponsored Harley through the timing lights at 37.64 for fastest time. Hank Scott opened a few eyes with his third fastest clocking while defending DuQuoin champ Scott Parker and Randy Goss rounded out the top five. With less than 48 riders on hand, everyone made the field.

Heats

Although the track had grooved up in practice, there was still plenty of room to run for those willing to take a chance. Steve Eklund was one as he sliced his Zanotti Enterprises XR through traffic effortlessly from ninth at the start to a challenging role by lap six. Meanwhile, Harley-Davidson's Randy Goss and Garth Brow had a classic confrontation going on for the lead. Eklund stepped in and it became a three-way fight with Eklund taking the lead on the final lap. As the trio raced to the flag, Goss drafted past Eklund while Brow drafted past both. Inches separated winner Brow from Goss, in second, and Eklund. That fired up the fans and was the best race of the day and *one* of the closest.

Terry Poovey left little doubt that he would win the second heat as he pulled away with ease from the field. Ted Boody, aboard one of injured Corky Keener's Harleys, fought his way to second leaving Billy Schaeffer and Bubba Shobert to battle for the final transfer. Rookie of the Year candidate Shobert drafted his Hi-Point Racing/Scott Machine/Dennis Brewster Harley past Schaeffer as the pair

After the earlier rain out, this time only champagne poured from the skies. (Left to right) Gary Peel, Mike Kidd, Lynn Griffis, Hank Scott and Ricky Graham.

ver DuQuoin Mile

entered the third turn on the final lap for his spot in the National.

Hank Scott showed everyone the power of his Tom Cummings-built engine as he hauled in the lead after an eight-lap confrontation with Army's Mike Kidd and put his Gary Peel-owned XR on the pole for the National with the fastest heat win. Kid was only feet behind in second ahead of a battle for third decided at the line with Ricky Graham over Billy Labrie and his Daytona International Speedway/Fletcher's H-D Harley by half a wheel.

"I enjoyed that," said Gary Scott of his win in the fourth heat. It was the Scott of old who wheeled his KK Motorcycle Supply/Sisemore Traveland Harley to the win, fighting a good distance of the way. Alex Jorgensen put his Ron Wood Harley into third three laps from the end and then into second on the final lap as he broke from a Scott Parker/Chas Roberts duel for third. Roberts, aboard another of Corky Keener's bikes, got the nod when Parker slipped high in the final turns trying to get by.

Semis

The final four slots on the National grid would come from the two semis. Wayne Rainey, aboard the Chris Armstrong/H&H Workshop Harley, split in semi one leaving Ronnie Jones, riding Jay Springsteen's Harley factory bike, to squeak out the final transfer from Steve Morehead and Scott Drake.

The final semi came to a halt on lap seven after Scott Pearson's spectacular crash in turn three. Pearson was bruised and battered, but OK. On the restart Labrie lost his leading spot to Patrick Racing/Sure-Fire Distributing/Carlisle sponsored Lance Jones. Labrie followed Jones to the flag after a valiant effort by Scott Parker to move into the battle by riding the high line failed.

Trophy Race

"I think I worked harder for that win than anything else lately. Maybe it's because this is the first thing I've won this year," said Scott Drake after his Trophy Dash victory. "It was so close that I wasn't sure if I won or not. Skip Eaken has been spending a lot of time on the bike and it paid off. I'd also like to thank Southeast Harley-Davidson."

It took two restarts to get the event completed. For seven laps things ran smoothly. Then Tommy Duma and Rob Crabbe went down. Both were OK, but Crabbe's bike was broken in half. Two laps into that restart Joey Cerciello went down exploding haybales as he went. He was also OK.

Drake and Scott Parker ran the final three laps as one and the margin at the end was inches, if that much.

National

With track temperature at over 100 degrees and heavy tire wear noted from the heat races, it was decided to cut the National to 20 laps. The move was met with approval from all riders.

Terry Poovey and Hank Scott had their own private war for the opening 10 laps as they traded the lead with straightaway draft and slingshot passes and diving passes into turns one and three. Poovey seemed to have the edge at the finish line for the first eight laps until Scott blew by on lap eight. The fighting continued until lap 11 when Poovey parked it after his rear tire went flat. "I could've used the 20 points," said Poovey, "not to mention the almost $4,000 ($3,875) it paid to win."

Meanwhile, Kidd, Gary Scott and Graham were battling for third. Goss then moved up. Graham broke loose about the same time Poovey went out and began to close bit by bit on Scott. Goss/Kidd/Scott shuffled for third while Brow and Rainey debated sixth and Jorgensen, Jones and Eklund were locked in a fight for eighth. Unexplained mechanical problems sent Brow to the pits 15 laps into the race.

With three laps to go Hank Scott was looking over his shoulder at a closing Graham while Kidd, despite having no brakes, had managed to break away from Goss and Gary Scott. Gary would drop Goss one spot by the flag for his best finish of the season. ●

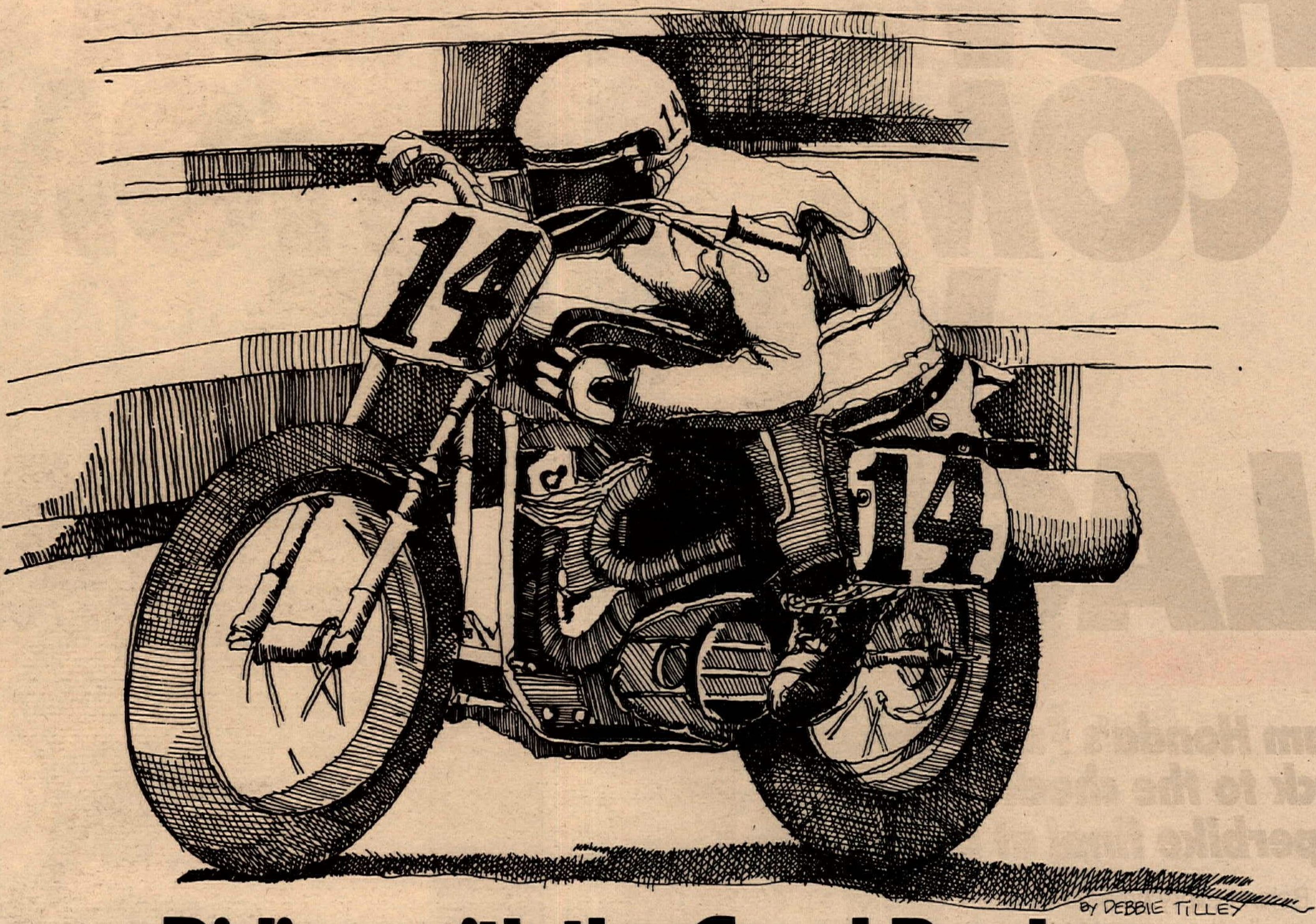
Results

NATIONAL: 1. Hank Scott (H-D); 2. Ricky Graham (H-D); 3. Mike Kidd (H-D); 4. Gary Scott (H-D); 5. Randy Goss (H-D); 6. Wayne Rainey (H-D); 7. Alex Jorgensen (H-D); 8. Steve Eklund (H-D); 9. Billy Labrie (H-D); 10. Bubba Shobert (H-D); 11. Ted Boody (H-D); 12. Lance Jones (H-D); 13. Chas Roberts (H-D); 14. Ronnie Jones (H-D); 15. Garth Brow (H-D); 16. Terry Poovey (H-D).
TIME: 12 min., 16. 59 sec.

TROPHY RACE: 1. Scott Drake (H-D); 2. Scott Parker (H-D); 3. Marty Bushman (H-D); 4. Jackie Mitchell (H-D); 5. Mike Gilkey (H-D); 6. Joey Cerciello (H-D); 7. Mike Rhoads (H-D); 8. Rob Crabbe (H-D); 9. Tommy Duma (H-D); 10. Gene Romero (H-D).
NO TIME.

AMA GRAND NATIONAL CHAMPIONSHIP/WINSTON PRO SERIES POINT STANDINGS: 1. Hank Scott (120); 2. Randy Goss (118); 3. Ricky Graham (105); 4. Mike Kidd (95); 5. Steve Morehead (85); 6. Scott Parker (81); 7. Gary Scott (77); 8. (TIE) Scott Pearson/Alex Jorgensen/Billy Labrie (73); 11. Rich Schlachter (69); 12. Steve Eklund (57); 13. Ted Boody (54); 14. Kenny Roberts (53); 15. Ronnie Jones (52); 16. Mickey Fay (49); 17. Jay Springsteen (43); 18. Corky Keener (38); 19. Nick Richichi (37); 20. Wes Cooley (36).

Hank Scott



Riding with the Good Book

By Gary Van Voorhis
Photos by Charles Morey and Van Voorhis

Winston Pro Series competitor Hank Scott has many sponsors behind his quest for the AMA Grand National Championship. But the one he has had the most support from, the one he calls on before and during every race, the one he says is responsible for his winning is Jesus Christ. Scott is a born again Christian and professes the inner peace he has from his beliefs is the real reason he led the points standings at the halfway point and now, after his DuQuoin Mile win on last-minute machinery. Scott's faith, known within the motorcycle fraternity, went nationwide when he said, "The Lord was riding with me and I can't lose there" to ABC's Wide World of Sports *crew taping the Spring San Jose Mile. It was his second win in as many Nationals.*

That became three out of four with the addition of the Louisville Half Mile to his San Jose and Sacramento Mile wins. Success like that, when the rider is known as a late season starter, caused more than a few people to listen when Scott spoke.

The white brick house on a quiet back street in Findlay, Ohio, where Scott lives is unpretentious. There are bikes in the garage and trophies in the house along with racing pictures, but other than that it is pure middle class America: Wife Sue, son Ryan, dog Mindy and cat Miss Kitty.

It's been a long seven years since Scott's first National win as a Rookie Expert and there have been plenty of ups and downs along the way, as well as five National wins prior to this season. However, one thing was consistent and that was Hank Scott was a scrapper with drive, determination, the will to win and ability to ride less than adequate machinery to the limit and sometimes beyond to finish and finish well. Otherwise he couldn't have finished in the Top Ten in every season since putting white and black number plates on his bikes.

If there is one thing that stands out about Scott this season it is his confidence in himself. The angry young man is no longer angry. He believes, that he can win everytime he puts a wheel on a track and it is this confidence plus his talent that has propelled Scott to the top of the ranks.

"I don't belong to any organized religion; my belief is here," says Scott tapping his heart. "I read the Bible every day and I believe that by reading His word I can find the solution to whatever problem I have."

The Saturday -- or at least a part of it - between the Winston Pro Series Santa Fe TT in Hinsdale, Illinois and the Columbus, Ohio Charity Newies Half Mile was spent in a replenish, repair, relax and refuel stop at Scott's house. We joked, shot the front page photo and talked. Reverend Jerry Landry, the man behind Team Jesus, was the first topic of conversation.

I think you'll find there is a different side of Hank Scott and that if it'sHis will, Scott will be the next Grand National Champion.

When did you first become involved with Team Jesus and Reverend Jerry Landry?

It wasn't until 1977 that I really started talking to Landry. I guess the first time was in a disco. Everyone else was out getting crazy and Landry and I were talking about God. It didn't really sink in then, we just talked a bit. Then I was baptized at DuQuoin in '78 and that's when I turned that 100 mph lap and I won the thing. But, I never did give Him, give the Lord, or anything to do with God a second thought. I was just carrying on my own life, you know, my own thing, until this year, when things were going rough and nothing was going right. Down in Florida Landry took me aside and we talked and he got to showing me how I could apply God to my life and that would change things. Evidently, well, you're looking at it.

It seems to have given you a great amount of confidence in yourself.

Yes. I don't seem to worry about anything anymore. I used to get nervous at the start of a National, but now I just put it in gear and take off. I gave the problem to Him. I let Him do what He wants. I feel that the results are already finished before the race is even started.

Explain that.

Oh boy, I don't know how to explain that. Well, I think He's got things, good things in store for people that work for Him and believe in Him. All I've done, I haven't really changed. I still like to go out and have a good time. I've had to give up a few things, things that aren't good for me anyway. All I've done is to apply Him into my life and do what He says. And doggone if I haven't won seven races this year already, three of them being Nationals and I'm leading the point standings. I've never done that and you know me -- you know it just doesn't work that way -- I'm just ready to go racing.

Have you sat down and thought about that -- why the turn to religion has helped you?

There is no such thing as religion. Religion is all man-made. Different sects, Protestant, Catholic, or whatever that's just all man-made ideas. I don't belong, I'm nondenominational, I don't believe in any of that. I just go by what the bible says. If you just follow what He says and talk to Him and believe in Him, He'll take care of you and guide your path straight. And that's all He's done for me. He knows my needs and He knows what He has to do for me - and that's all I do.

Then you weren't a religious person before?

I had never given God a second thought in my whole life. I've known him a little bit in the last three years, but not like I have this year. This year I will witness for him, because I know he's there. Before the main event on the San Jose Mile they asked me if I was going to win. I said that if it's God's will it's going to be done -- and I went out and won the main event.

Do you think you'll be able to keep it up all season as well as you've been doing so far?

I'm ready to. If it's His will. If he's got it in store for me, then it's going to happen and there's nothing anybody will be able to do about it. If He's got it in store for me, Number One, Eklund won't have a chance. Nobody will have a chance. I mean they might be close to me and stuff, but if it's

HOW HONDA'S COMPETITION VIEWED LAGUNA SECA.

Team Honda's Fast Freddie Spencer leads the pack to the checkered flag in the Superbike final at Laguna Seca.

Behind every great racer is a great crew, a great bike and, usually, the competition.

Team Honda and Freddie Spencer put it all together last weekend and left everyone behind at the Laguna Seca Superbike final.

Leading from lap five to the checkered flag, Fast Freddie displayed the skills that helped him win recently at Loudon and Elkhart Lake.

His CB750F based bike also put on a show as it powered Fast Freddie around the demanding Laguna track.

Three wins in his last four races. Considering the way Freddie's been riding lately, we don't think the competition's view is going to get much better.

HONDA

FOLLOW THE LEADER.

ALWAYS WEAR A HELMET AND EYE PROTECTION. © 1980 American Honda Motor Co., Inc.

written, then it's going to get done. But I don't know if it is and you don't. I don't think anybody knows except Him.

I just go from race to race and try to do as good as I can and make sure I have food on the table every week and pay some bills. As a matter of fact, this year is the only year I've never even really given anyone a thought, and I'll be darned if I'm not leading them. It's dazzled me and that's another reason that I can't deny what's going on in my life. I will not do it. If I did deny it, I'd probably drop back to seventh or eighth and bust my noodle here and now.

You mentioned that you put about $15,000 of your own money into the program last year. Are you putting your own money into the program this year?

I'm putting in everything I make except a percentage which goes to Sal (Acosta) while I'm back here. I've got to buy the tires and buy my gas and pay my own expenses. I have a lot of overhead buying all that stuff, but as long as I'm finishing up in there, I'm making a few bucks on the side plus paying for what I need. That first half Winston Pro Series payoff should really help me, because I'd like to get another 500 for these other TT's. Its hard to get one of these 750s running around with those things.

You're doing a lot of your own maintenance this year.

I like to get out into the garage and work on the bikes. For example, after last weekend and three races in Ohio I got up Monday morning, washed the thing, and took it completely apart and by that afternoon I had the top end back on. I put new rings and stuff in it and the rest of the week I just spent time going over it with a fine tooth comb and making sure that everything was right and nothing's going to break. I do it every week, I mean at least six to seven hours a day just making sure that everything is good. It pays off. I'm pretty sure that God's not going to help me unless I help myself. He's not going to set there and say 'You don't have to do anything to it Hank. It's going to be OK.' That's full of bull, you know. I've got to do my part and He'll do his part.

Let's assess some of the riders -- their talent versus your talent. Steve Morehead?

Morehead's a good all around rider. I think I've got an edge on him on short track and TT. Steve and I are pretty evenly matched at any half mile we go to. He's better on the cushion than I am, but I think I'm better on the groove tracks. As far as day-to-day racing on the miles and half miles, Steve's the one I usually look forward to beating.

Steve Eklund?

Eklund is a very tough rider, but I don't know what's wrong with him this year. He's had bad luck, but I've also noticed that his riding style is a lot more conservative than last year. He was hanging it all out at this time last season now he's riding very conservatively. I don't know, maybe there's something playing mind games with him.

Your brother, Gary seems to be riding pretty good.

He's got a lot on his mind. He used to have a lot of confidence in himself, you know, when he was going fast with the Triumphs and with Harley and with Carl Patrick and stuff. He won six nationals when he rode with Sal Acosta in 1977. Gary's lost a lot of confidence in himself. I don't know why. I don't know if people pick on him, and tell him that he's over the hill which he's not. I just think that he needs to get on the right track.

Mike Kidd?

Mike is probably the best groove blocker in the world. That cotton picker, he is the hardest person to pass on a groove I've ever raced against. At times you can't beat Mike on a groove. Last year at Topeka nobody was going to beat him. Then there're other times that he'll get on a groove and he'll just putt around. When he's on the bubble he's fast. I've never seen Mike really do too good on cushions. He's another one that's good all around. He can do good on TT's and short track. Mike is fully capable of getting Number One with the right program -- if he doesn't have as much equipment failure and if he doesn't tip over too much.

Randy Goss?

Well, last year he didn't have the Harley factory ride behind him and he won three Nationals. I think the factory is between here and there right now. They don't know what they want up there. They're experimenting again, trying to find that right combination. I don't know what it's like to be up there. Gary has told me things and Morehead has told me things, but I really don't know myself.

Do you find some people skeptical about your being born again?

Yes, people always say you lose friends and stuff over it. I haven't actually lost any friends, I've had them talk about me behind my back and stuff, and say things which don't bother me. I know where I'm at and I know where I'm going and it's only going to be to their disadvantage. I know it works, and they can do the same things -- anybody can do the same thing. I feel sorry for them. I don't think I'd like to say something bad about them. For every person that does talk bad about me, I've met new friends, I've had people come up to the race track and want to shake my hand and tell me, I think your testimony on TV was the greatest thing that ever happened. I've had a lot of people do that. I think it's great.

"If He's got Number One in store for me, nobody will have a chance."

I believe Dale Singleton is a member of Team Jesus.

Ted Boody is too.

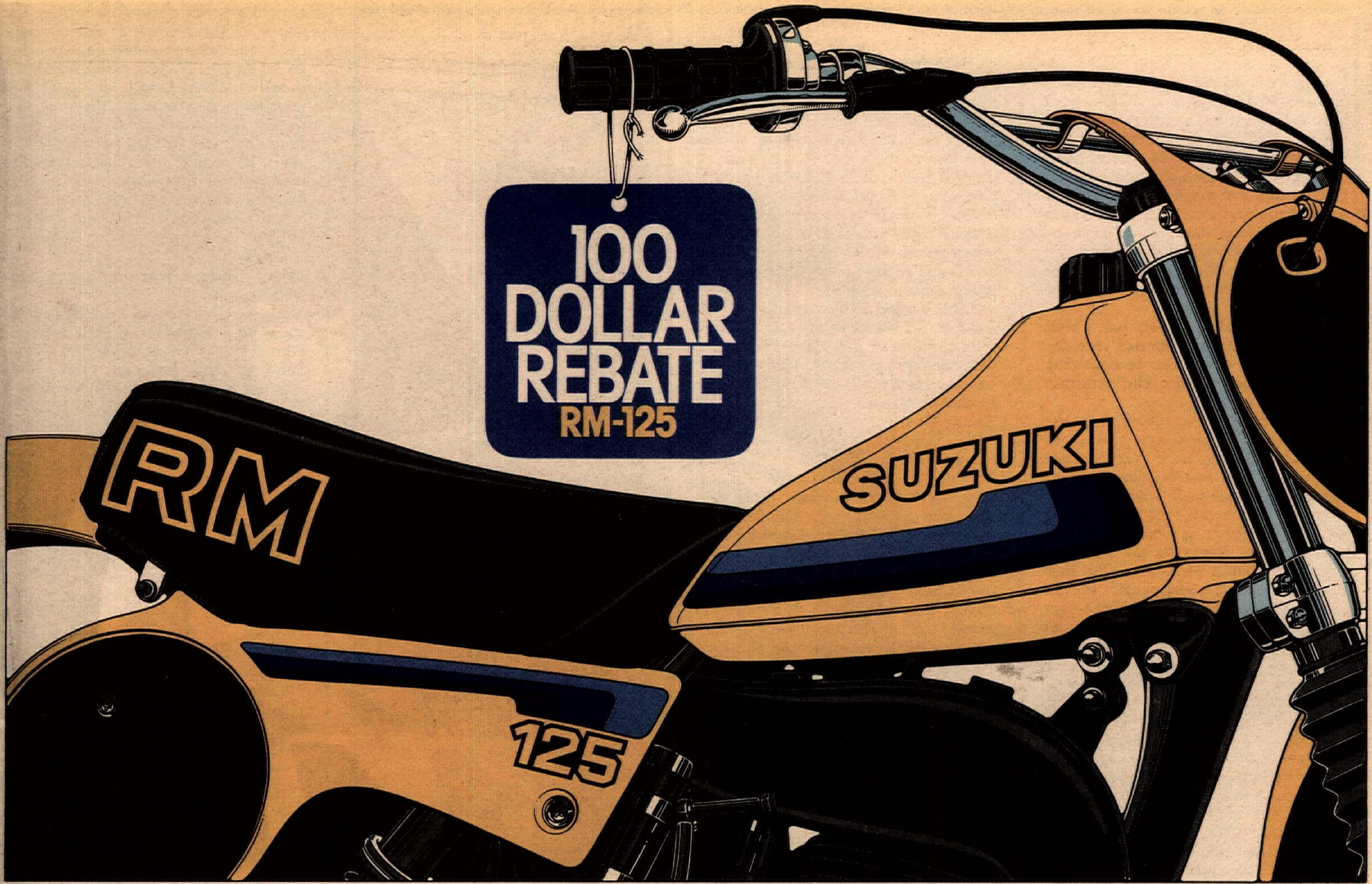
Do you tithe anything to Team Jesus?

I've never paid a tithe in my lite -- which is paying one-tenth of your income to the church -- because I don't belong to a church. I talked to Jerry about it and he said to pray about it and ask Him and He'll direct you. When I was at Houston for the Nationals, I felt compelled to give some money to Landry because he brings his bus to the races and gives away orange juice, coffee and donuts to the riders.

The Lord says you pay your tithe to me and blessings will pour out of heaven. I'll be darned if I didn't get home and I had a check for $750 waiting in the mail from a gentleman - John Sullivan - whom I don't even know. He had gotten in touch with one of my sponsors, Jack Sisemore, and given him money for Gary and me. How do you explain something like that?

Has your faith enabled you to reconcile yourself with your brother Gary?

I'm not mad at Gary. I don't hate him. His life style is completely different from mine. He's a different person than me, the Lord is not mad at me for it. You know, we get along better if we're apart and that's the way he sees it and that's the way I see it and that's



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the way it's got to be because we just do not get along. His style is different, his methods are different, and it doesn't work. We talk and stuff, but we don't associate together. We don't go places together. That's about the whole of it.

You don't seem like brothers.

Yeah, but we never really have. During our whole life in high school and elementary school and everything we never were close, never. We never went racing together, we never went anywhere together. He did his thing and I did mine.

You seem to be at peace with yourself, does the threat of death bother you?

Not a bit. I don't want to die now, I'd rather live out my life and see what it has in store for me--see what He has in store for me. But, then again, I look forward to it. I think it's going to be a neat experience, and I do look forward to it, but I don't want to rush it right now. It's going to come soon enough.

I only mention death in the sense that in three weekends we lost three riders.

I knew David Jones and Steve Dallefeld real good. I knew Davey a couple of years, as a matter of fact I rode his bike at Santa Fe once. I just pray that he's easy with the Lord. I don't know what his beliefs were, but I know he was a good kid and I know that is going to be in his favor.

Do you have riders coming up to you and asking about your beliefs and Team Jesus?

I haven't gotten very many. I think when they're at the race track, and the races start, that God is the fartherest thing from their mind. It shouldn't be because, out there you've got your life on the line. On a race track you haven't got a roll cage around you, it's so easy to get hurt, and that's when they should have Him there. God's not the one who takes your life, it's the devil, he comes to destroy and steal, and if you give him place in your life and you don't have God next to you, you're in trouble. That's what happens to all these people.

I take it you separate your human life from your spiritual life.

Yes, exactly. I've got God in company about me just about the whole time and as long as I've got that, I think I can go fast and not worry about anything. I don't worry about getting hurt -- I've got no fear about that. I used to -- I've been hurt and I don't want to do it again, but I'm not worried about it because I don't think it can happen to me.

It seems that it took about two and a half years for your baptism to take hold?

Baptism is an outward submission, showing God, and other people that you're willing to change your life and follow after Him. But it didn't sink in in 1978. And as a matter of fact, last year at Florida and even this year, I asked Landry to baptise me again because I felt the first time I wasn't ready for it and I really didn't do the part. I've changed my feelings toward Him and He knows it and that's all that really matters. You don't have to be baptized to be saved or to be born again.

I believe there are some people who are openly skeptical of Jerry Landry.

When he crashed people asked him about God and how He could let that happen. Jerry goofed up for a short period of time and gave Satan place. I mean he thought something wrong, or he did something wrong, and he gave Satan place. That's what happened. It broke his leg so bad yet while they were working on him, he only took two pain shots the whole time. The doctor said he would probably never walk again because he had an inch and half of bone in his left leg that was completely shattered and the doctors put it together the best way they could -- they didn't wire, pin or anything. They didn't give him any hope at all to even walk. About three weeks later, they X-rayed it and the bone had started growing together.

Does it make you feel a little more comfortable when Landry's there at the races?

A little bit. I can sit there and talk with him if I've got any questions, but I pretty much study a lot of stuff on my own. He calls me at least twice a week to talk and ask me if I have any questions. I do like it when he's there, 'cause we can get together, talk, and pray together. I think it gives me a little more strength when there's more than just one. You've got so much faith, but if you've got five there, it's even better, even stronger.

How often do you read the bible?

I try to every day, sometimes when I'm going to a racetrack or something I can't. I usually do every night before I go to bed, I'll read a half hour. I usually try to put aside at least a half hour every day to read a little bit. If a person just puts away a half hour of their day, they can read the bible in a year. If people would just take the time and sit down and read it, they will realize that He's there. A half hour out of a day of your life is not going to kill you. As a matter of fact, it's going to save you.

Does your wife share your enthusiasm?

Not quite as strong as I do. She's been baptized and she knows He's there and knows that I'm in touch with Him. She's getting into it more. She's starting to read a little more now, I think she was a little weak in her faith there for a while and I've strengthened her a little bit. You can't rush something like that, you just have to let it happen.

I understand you've been contacted by religious groups about your faith?

I received a call from a representative of either the PTL Club or the 700 Club which I have to return. I did a thing out in California after Sacramento and San Jose with *Christians in Action* magazine. They did an article on me, although I haven't seen it yet.

That's a lot of recognition from people who are not even remotely concerned with the sport.

Right. You know it's funny, I don't go around talking to people saying 'You'd better repent, you'd better do this, or you better do that.'

I'm the same person I've always been. I can tell if a person wants to talk or is interested in it or has any questions. I'll be glad to sit down and talk. But I'm not going to force myself upon them. It's not done that way. Let them make up their mind about it.

I've had this feeling lately that I should talk to Steve Morehead. He's pretty crazy and kind of like I used to be. Of course, he's one step ahead of me there. I'm just waiting for the right opportunity. I'm sure he'll come around and he'll want to ask me a couple of questions. If Morehead did a complete turn around, went the other way, started doing what I'm doing and really racing and winning it would make a lot of people think. It's going to happen to Steve whether he knows it yet or not.

Terry Poovey got baptized with you.

Yes, he did. He was like me at that time also. He didn't take advantage of the Lord. He just drifted by the wayside and he's still out there cruising along.

What do you say to those people that say, "Hank, you're full of crap?"

I don't find that too many people say that. In a round about way, I think most people, deep down inside believe in a supreme force, God or what have you. I don't think a lot of them want to step on, or put their foot in their own mouth or whatever you want to say. I haven't had too many people ever say that to me. Like I said, I don't want to infringe upon their freedom, that's probably why.

You seem to be rather domesticated from the Hank Scott I used to know.

Oh, boy, yeah, everybody's got to go someplace. I didn't have anything five years ago. I just had an apartment and a few National win trophies setting around, and a bunch of other trophies and some pictures on the wall. When I got married, I had a responsibility, and I just started getting things together and all of a sudden this popped on me. I've got a few things and I enjoy life now, I like the way it is. It's a lot easier on me. I don't even want to think about doing it all over again! •

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World Championship Road Race Series: Round seven

Hartog wins Finnish GP, Roberts stretches points lead over Mamola

Wil Hartog won easily in Finland over Roberts. (File photo)

By Nick Harris

IMATRA, FINLAND, JULY 28

Dutchman Wil Hartog rode his Suzuki to an easy victory in the 500cc class of the Finnish GP, but World Champion Kenny Roberts, who used his "old" Yamaha without the reversed cylinders and aluminum frame, looks certain to retain his crown after finishing second in front of Italian Franco Uncini and fellow American Randy Mamola, who slipped back in the point standings.

West German Toni Mang (Kawasaki), clinched the 250 world title after finishing second to former champion Kork Ballington (Kawasaki) who rode brilliantly in his first grand prix appearance for over two months.

Spaniard Angel Nieto (Minarelli) won a superb 125 race but still lies second in the world championship table behind Italian Pierpaulo Bianchi (MBA) who finished second.

Using an engine that was rebuilt only to just finish the Sidecar race after three seizures in practice, Scotsman Jock Taylor and Swede Benga Johansson made it three GP victories in a row after mechanical problems and crashes eliminated their competition. With three rounds remaining, the pair increased their World Championship lead to 19 points over defending World Champions Rolf Biland and Kurt Waltisberg, who finished fourth despite stopping at the pits to change a broken sidecar wheel.

The 26 lap 500cc race was dramatic, with Italian Team Nava Olio Fiat Suzuki teamsters, Marco Luchinelli and Graziano Rossi seemingly on course for victory before striking mechanical problems.

Luchinelli raced away from the start and had built up a commanding lead by the end of the first lap with Hartog, Rossi and Roberts engaged in a magnificent three-way struggle as they fought for advantage between the trees and telegraph poles.

Luchinelli decimated Jack Middleburg's old lap record, circulating at a speed of 96.57 mph, while behind him, Hartog, Rossi and Roberts continually swapped positions.

Mamola was not so lucky after damaging his right hand in a practice crash which affected his braking and he dropped to fifth place behind Uncini with Kork Ballington (Kawasaki), despite some early brake problems, involved in a super scrap with Carlo Perugini (Suzuki), Patrick Pons (Yamaha) and Philippe Coulon.

On lap 12, Rossi was holding second place by a matter of inches from Hartog who, despite problems with his brakes, had shaken off Roberts, retired with a seized motor and the Italians' chins dropped even lower when Luchinelli lost the lead and started to drop down the field a lap later.

"Petrol was pouring out of the breather pipe and covering me, especially under braking," explained the bitterly disappointed Italian. "I just had to retire." Hartog took over on his Suzuki using the small 16 inch wheels for the first time and at the finish was an easy winner to record the third Dutch victory in three years, although he revealed it had not been all plain sailing.

"I had fitted new brake pads and therefore had to take it easy early on, then I had trouble towards the finish with the brakes needing a lot of pumping to make them work."

He added: "I kept thinking Kenny was going to pass me towards the finish but he did not appear."

The World Champion had no intention of trying to catch the flying Dutchman and was content to finish second.

"I hate the place with so many slow corners and so much braking. I was very happy to finish second with still a few handling problems and there was no way I could catch Wil who is such a good road rider."

Hartog's countryman, Boet van Dulmen (Yamaha), last year's winner, and Jack Middelburg (Yamaha) were not so lucky, retiring with brake and engine problems respectively, while Britain's sole representative, Mick Grant, retired with an out-paced Suzuki motor.

Uncini held a seven second advantage over Mamola to clinch third place with Ballington and the new Kawasaki looking in fine fettle, achieving their best 500cc result to date in fifth place, in front of Pons and Perugini.

Mang became the first 1980 World Champion by finishing second in the 250 race but was given a quiet reminder by old champion, Ballington, of what might have been, if he had not missed four Grand Prix following a stomach operation.

Mang shot into the lead but Ballington, who was wearing ear plugs for the first time, had difficulty hearing his motor fire and made a bad start.

The South African double World Champion was in eighth place by the end of the first lap with Mang opening a commanding lead ovber Eric Saul (Yamaha), Carlos Lavado (Yamaha) and Sauro Pazzaglia (Yamaha). Slowly Ballington began to claw his way through the field and was third behind Roland Freymond (Ad Majora) on the fifth lap.

Swiss rider Jacques Cornu (Yamaha) retired with ignition trouble and Lavado followed suit with a seized engine.

Ballington took over second place on lap six with Freymond hanging grimly to his tail, but he began to drop from the fray as the world champion stalked the heir to his throne.

On lap 15 the Kawasaki pair raced through the start and finish side by side and a lap later Ballington made his move and snatched the lead. Mang decided to settle for second place after being smothered in petrol from his Kawasaki's breather pipe.

"The petrol was all over my visor and I could not see very well. I had to hope the bends were in the correct order," he explained.

Ballington crossed the finishing line with a three second advantage and was one of the first to congratulate the German who had stolen his World Championship crown.

"He deserved to win the title and certainly his bike was just as fast as mine down the straights," he revealed.

Freymond finished a well - deserved third in front of the battling trio of Jean Francois Balde (Kawasaki) and Patrick Fernandez (Yamaha) and Jacques Bolle (Yamaha) sixth.

As has often been the case this season, the 125cc race was a cracker, with Spaniard Nieto finally stealing the advantage from championship leader, Bianci.

From the start Nieto was involved in a breathtaking scrap with Frenchman Guy Bertin (Motobecane) and Hans Muller (MBA). Nieto and Bertin, who were joint second in the World Championship table, constantly swapped places until Bertin retired with gearbox trouble, and Bianci moved into second place in front of Muller. He now leads the championship from Nieto by a mere four points. •

Results

125cc: 1. A. Nieto (Mina); 2. P. Bianchi (MBA); 3. H. Muller (MBA); 4. B. Kneubuhler (MBA); 5. P. Looijesteijn (MBA); 6. M. Galbit (Mor); 7. S. Dorflinger (Mor); 8. P. Herouard (MBA); 9. J. Backstrom (Mor); 10. J. Wickstrom (Mor).

250cc: 1. K. Ballington (Kaw); 2. A. Mang (Kaw); 3. R. Freymond (Yam); 4. J. F. Balde (Kaw); 5. P. Fernandez (Yam); 6. J. Bolle (Yam); 7. H. Muller (Yam); 8. J. Guignabodet (Kaw); 9. T. Espie (Yam); 10. J.M. Toffolo (Yam).

Record lap: A. Nieto (Mina), 2m 9.2s, 85.64 mph.
Old record: R. Tormo (Bul) 2m 26.8s, 75.39 mph.

Record Lap: K. Ballington (Kaw) 2m 2.5s, 90.36 mph.
Old record: G. Hansford (Kaw), 2m 10.3s, 84.95 mph.

500cc: 1. W. Hartog (Suz); 2. K. Roberts (Yam); 3. F. Uncini (Suz); 4. R. Mamola (Suz); 5. K. Ballington (Kaw); 6. P. Pons (Yam); 7. C. Perugini (Suz); 8. P. Coulon (Suz); 9. S. Asami (Yam); 10. R. Roche (Suz).

Record lap: 1. M. Luchinelli (Suz), 1m 54.6s, 96.57 mph.

Old record: J. Middleburg (Suz), 1m 57.0s, 94.58 mph.

Sidecar: 1. J. Taylor/B. Johansson (Yam); 2. W. Schwarzel/A. Huber (Yam); 3. B. Holzer/C. Meierhans (Yam); 4. R. Biland/K. Waltisberg (LCR). Completed 22 laps; 5. M. Vanneste/C. Vanneste (Yam); 6. P. Niinivaara/M. Groonroos (Yam); 7. J. Paivarinta/M. Karttiala, (Yam). Completed 21 laps: 8. K. Rahko/K. Laatikainen (Yam); 9. B. Jones/D. Ayres, Britain (Yam).

Record lap: Biland (Yam) 2m 04.5s, 88.87 mph.
WORLD CHAMPIONSHIP POINT STANDINGS:

125cc: 1. P. Bianchi, Italy (MBA) 70 points; 2. A. Nieto, Spain (Min) 66; 3. G. Bertin, France (Motobecane) 51; 4. L. Reggiani, Italy (Min) 48; 5. B. Kneubuchler, Switzerland (MBA 43; 6. H. Muller, Switzerland (MBA) 40.

250cc: 1. A. Mang, Germany (Kaw) 91; 2. K. Ballington, South Africa (Kaw) 45; 3. T. Espie, France (Yam); 4. J.F. Balde, France (Kaw) 37; 5. R. Freymond, Switzerland (Ad Majora) 32; 6. C. Lavado, Venezuela (Yam) 29.

500cc: 1. K. Roberts, USA (Yam) 67; 2. R. Mamola, USA (Suz) 51; 3. F. Uncini, Italy (Suz) 41; 4. M. Luchinelli, Italy (Suz) 34; 5. G. Rossi, Italy (Suz) 30; 6. W. Hartog, Holland (Suz) 21.

Sidecars: 1. J. Taylor, Britain (Yam) 67; 2. R. Biland, Switzerland (LCR) 48; 3. W. Schwarzel, Germany (Yam) 40; 4. A. Michel, France (Yam) 39; 5. E. Streuer, Holland (Yam) 29; 6. D. Jones, Britain (Yam) 20.

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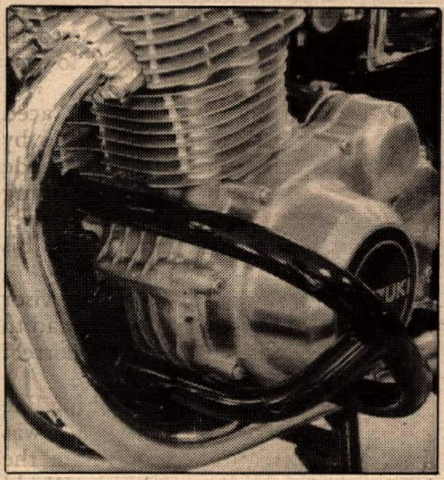

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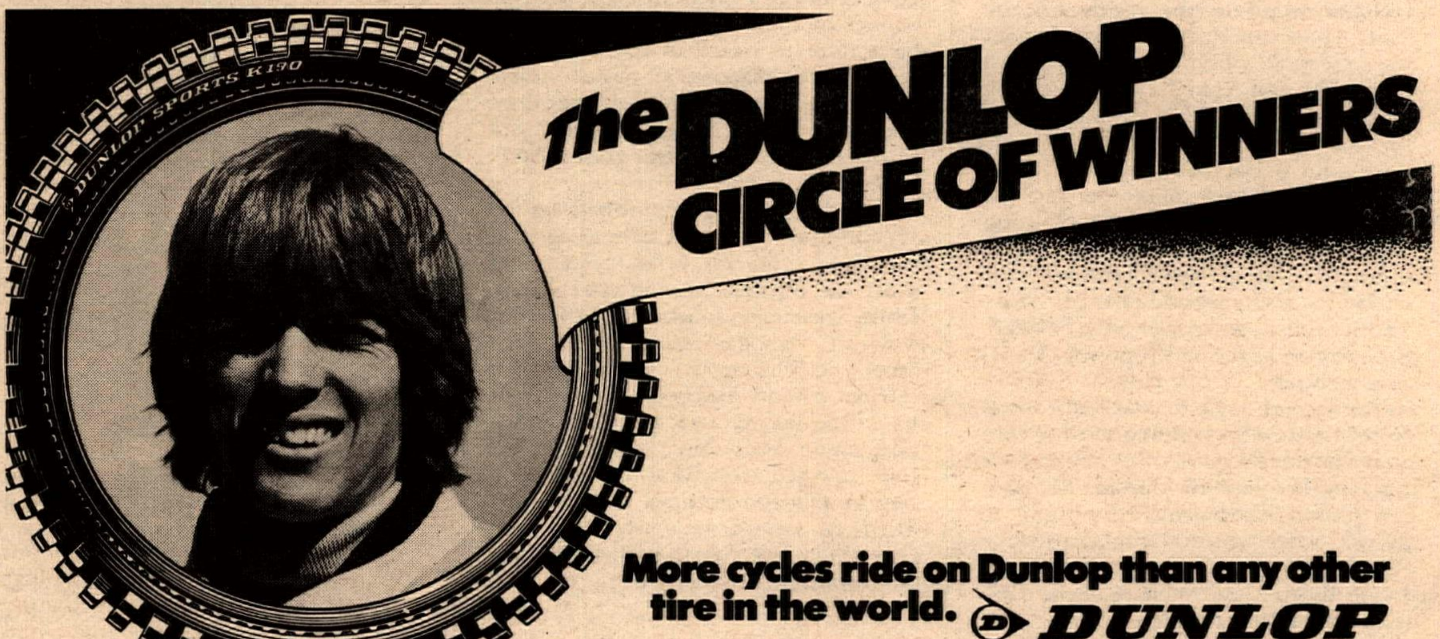

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Holland, Blake star at AME/Honda American Mini series finale

By Judy Greenberg
Photo by Bob Greenberg

LAKE WHITNEY, TX, AUG. 1-3

The American Motocross Enterprises/Honda American Minicycle Championships came to a close at Lake Whitney Cycle Ranch, where qualified riders and champions from nine regions coast to coast, met to compete for the Grand National titles.

The red, white and blue of Honda was evident everywhere, with full-fledged factory representation befitting a major national motocross event. There was TV, motion picture and press coverage, along with Team Honda's Steve Wise to wave the checkered flag at the CR80 Challenge, and officiate at the awards ceremony.

Several CR125 and CR80s awaited the national class winners and drawings, along with Hondaline gear. Kal-Gard was present with products, certificates, and made things interesting by adding bonuses. Super Seer and Duralube prizes also awaited the winners along with a drawing for the Pro-Trac trailer. Other sponsors were E.C. Birt, Nippondenso and Bosch.

The trophies were spectacular, ranging to five feet with an inner trophy of Honda colors set between the massive columns. There were 33 events, which were run over two days with the first moto Saturday and the second Sunday. A Honda-sponsored watermelon eating contest completed the first day, with the "Honda Challenge of Champions" the grand finale of the second.

George Holland came out a triple crown winner on his R&D Suzukis, and will carry the Grand National Championship titles for the 83cc Stock Expert, Modified Expert and 105cc Open classes. The gates in all three were lined with top Experts from across the states, but Holland's hottest competition came from his Arizona R&D teammate and "Honda Challenge of Champions" winner, Troy Blake.

As the first gate dropped in moto one of the 83cc Stock Expert class, riders bunched to the first turn where Holland swept to the inside for the lead. American Honda's Larry Brooks was in second, while Texas rider Bryan Abernathy and Yamaha's Ron Lechien diced for third and eventually passed Brooks. Carroll Richardson (Big D Yam) and Blake fought each other on their way up with Blake getting the advantage. With three laps remaining Lechien made his move and then opened up to go after Holland, but settled for a safe second instead. Abernathy finished third with Blake, Richardson and Snell Johnson (R&D) close behind.

The second day, Holland had control from the start with Blake settling into a comfortable second. The action took place in the battle for third as Richardson passed Abernathy, who clung to his rear wheel until the final laps when Richardson got a little breathing room. Jamie Killion and Mark Knowles (Yamaha/Florida) recovered from bad starts, taking their battle to sixth place where Killion made his pass on the white flag to finish behind Tim Aston.

When Holland led the 83cc Modified Experts off the line, history was about to repeat itself, but when the pack emerged through the tree shaded west end, Blake was in control with Richardson and Abernathy in front of Holland. It was a fall and a quick recovery which placed Holland back in fourth, but he didn't stay there long. Richardson was down with a problem the next lap, as Holland passed Abernathy and proceeded to close ground on Blake. Although he cut down his lead considerably, there wasn't enough time and Blake took the win with a three bikelength advantage. Knowles, Johnson, Killion and Shane Sitton filed in behind the third place Abernathy.

It appeared Blake had the win in his pocket as he was off to a flawless ride in front of the second gate. Holland stayed right behind and was there to take over when Blake went too wide in a turn and gave Holland the room he needed for a pass and the win. Third went to Abernathy, with Knowles, Aston, Richardson and Steve Hallak next.

When it came time for the 105cc Open, a Holland win was pretty much expected but he looped it off the gate, putting the pack about 100 feet in front with Blake and Knowles in control and Brad Kelly (Yam Mtr.), Johnson and Sitton tight for third. By the second lap he was behind Blake shooting for the lead, but Blake stayed in front. Johnson, Kelly and Sitton finished behind Holland, who put it all together the second day for his third championship title. Blake took second overall with Kelly third and Knowles fourth.

Todd Campbell rode his Kawasaki to win the 83cc Stock and Modified 12-16-year-old Intermediates. He also was winner of the CR80 drawing and will be a rider to watch in the next year. Stacy Marek snatched Campbell's early lead in the first moto of the Stock class and never looked back. Campbell won his battle for second over Danny Storbeck.

The second day, Campbell bolted off the line to build a strong lead for the win and overall. Mike McLain and Storbeck kept the second spot warm, while American Honda's Todd Hewatt was on the gas and moved past Storbeck. The trio went tight through the turns with Storbeck taking third back next lap. Hewatt was determined and made a double pass to second, then charged after Campbell. McLain had trouble and dropped back, putting Storbeck in third. Rudy Dickinson (R&D) claimed fourth with Pro-Trac's Bobby Moore taking fifth.

Yamaha representatives Larry Giffis and Ed Scheidler were present to support their factory riders, as well as supplying all Yamaha riders with needed parts to keep their machines race ready. The U.S. Yamaha of Mouse McCoy took the Junior Cycle Stock Expert win. McCoy went all the way the first day, with the Suzuki of Scott Brown and Yamaha rider Ronnie Tichenor side by side in battle for the early second. Brown went down, taking a fourth behind Tichenor and third place Grant McCoy.

Triple winner George Holland.

Grant McCoy, Brown and Mouse were tooth and nail for the lead of the second round, with Mouse taking a fall. Brown took over and built a big lead to the finish. Mouse put in a strong ride to work his way up to second for the overall. Grant McCoy finished third and Tichenor fourth. Tichenor came back to take the Modified win.

Winner of the 100 and 125cc National Hero classes and new owner of two CR125s plus a support ride from Honda, is Bryan Taylor of Bandera, TX. Taylor picked up back to back wins at the finals in both the 100 and 125cc Expert classes and will hold the titles in each.

Kyle Landrum, Mike Clement and Yamaha's Scooter Stafford ran tight in the early laps of the 125cc Expert first moto, until Landrum dropped out with bike trouble, putting Clement in the lead. Taylor moved up followed by Tim Butler (Big D Yam) in fourth, Jerry Surber (MX Fox), Jerry Shore (E.C. Birt/Hon Supp.), Randy Bryant (Yam/Shipps Wheelsmith) and Jeff Schumacher (Met. Yam. Supp.) Stafford took Clement's lead in a mid-air pass, with Taylor next to pass Clements and challenge Stafford. Moving to his side on a sweeping turn, Taylor took over to the flag. Safford suffered trouble and DNF, leaving Clement with second followed by Butler, Surber and Schumacher.

Taylor went wire to wire on Sunday, with Clement fending off Schumacher for the second place finish. Surber moved through traffic to the final fourth spot, bumping Craig Raymond (Tex. Yam) back to fifth.

The 125cc Women's Division and a new CR125 went to Cindy Dumo (CRF/Kal-Gard). Kathy Holman on a Honda for E.C. Birt, ND and JT Racing stayed in front of Dumo to win the first round, with Patti Summerall (Yam of Ennis), Katrina Wallis and Vicki Semar filing in behind.

The second day Cindy sewed it up with a flawless ride followed by Kathy a few bikelengths behind.

Kathy came out on top of the 83cc Girl's Division and wound up with a new CR80. Cindy led the first round until she threw a chain followed by a fall, giving her a third place finish behind Katrina Wallis.

Cindy was first to the checkered at completion of the second round but hard-riding Kathy's 1-2 finish gave her the overall, with Cindy 3-1 for second and Katrina 2-3 for third.

Leslie Elsik of Kingsville, TX, won the 125cc Modified Juniors, and placed second in the Stock, besides winning the drawing for the CR125.

The 83cc National Hero class and support ride went to Todd Hewatt of Apple Valley, CA. Chris Wallis, 83cc 9-11 Junior, won the drawing for the Pro-Trac trailer which he towed home to Saugus, CA.

Troy Blake of LaVeen, AZ was winner of the "Honda Challenge of Champions." Twelve identical 1980 CR80s were drawn for by lot, with 12 of the top Experts in the country aboard, all wearing Honda jerseys waiting for the drop of the gate and the grand finale of the AME/Honda Minicycle Grand National Championships. Troy Blake took the holeshot and was immediately pressed by George Holland (CA) followed by Mark Knowles (FL), Bo Ruby (CO), Tim Aston (CA), Jay Jones (TX), Larry Brooks (CA), Mike Payne (TX), Brian Abernathy (TX), Snell Johnson (UT), Jamie Killion (TX), and Steve Hallak (MO).

Blake and Holland proceeded to put ground between them and the pack with Aston and Knowles battling for third. As happens to the best riders and machines, Holland had bike trouble and retired. Jones moved to fourth with Brooks behind. Blake built a healthy lead to the finish with Knowles, Brooks and Abernathy moving up when Jones dropped out with problems. Team Honda's Steve Wise gave Blake the checkered and the Honda Challenge Champion title. ●

Results

PEE WEE: 1. Steven Kotajarvi (Itj); 2. Crispy Vreeland (Suz); 3. Dennis Richards (Suz).

JR CYCLE STOCK EX: 1. Mouse McCoy (Yam); 2. Scott Brown (Suz); 3. Grant McCoy (Suz).

JR CYCLE STOCK INT: 1. Shaun Wooten (Yam); 2. Shaun Kalos (Suz); 3. Kyle Lewis (Yam).

JR CYCLE STOCK JR: 1. Jeff Emig (Yam); 2. Dale Storbeck (Yam); 3. Jr. Jackson.

83cc STOCK EX: 1. George Holland (Suz); 2. Troy Blake (Suz); 3. Bryan Abernathy (Yam).

83cc STOCK INT 12-16: 1. Todd Campbell (Kaw); 2. Danny Storbeck (Yam); 3. Stacy Marek (Yam).

83cc STOCK INT 9-11: 1. William Surratt (Yam); 2. Dusty Jenkins (Kaw); 3. Ronnie Tichenor (Yam).

83cc STOCK JR 12-16: 1. Joseph Rincon (Kaw); 2. John Cook (Suz); 3. T.J. Tinner (Yam).

83cc STOCK JR 9-11: 1. Brian Emig (Yam); 2. Scott Thomas (Yam); 3. Darrin Champagne (Yam).

100 STOCK INT: 1. Carroll Richardson (Yam); 2. William Oler (Yam).

100 STOCK JR: 1. Russell Brown (Yam); 2. Calvin Cuaison (Suz); 3. Marvin Skinner (Suz).

125 WOMEN'S DIV: 1. Cindy Dumo (Hon); 2. Kathy Holman (Hon); 3. Patti Summerall (Yam).

125 STOCK INT: 1. Phil Reed (Hon); 2. Chuck Dawson (Yam); 3. Steve Gauthier (Hon).

125 STOCK JR: 1. Mike Brown (Suz); 2. Leslie Elsik (Yam); 3. Rick Green (Yam).

JR CYCLE MOD EX: 1. Ronnie Tichenor (Yam); 2. Mouse McCoy (Yam); 3. Jimmy Johnson (Suz).

JR CYCLE MOD INT: 1. Kyle Lewis (Yam); 2. Scott Thomas (Yam); 3. Shaun Kalos (Suz).

JR CYCLE OPEN 6-8 YRS: 1. Jr. Jackson (Yam); 2. Cody Marek (Yam); 3. Eric Culver (Yam).

83cc MOD EX: 1. George Holland (Suz); 2. Troy Blake (Suz); 3. Brian Abernathy (Yam).

83cc MOD INT 12-16: 1. Todd Campbell (Kaw); 2. Scott Phelps (Yam); 3. Bobby Moore (Yam).

83cc MOD INT 9-11: 1. Frank Brundage; 2. William Surratt (Yam); 3. Dustie Jenkins (Kaw).

83cc MOD JR 12-16: 1. Joseph Rincon (Kaw); 2. John Cook (Suz); 3. Cam Johnson (Yam).

XR MOD: 1. Danny Storbeck (Hon); 2. Charles Osterday (Hon); 3. Clay Branch (Hon).

83cc JR MOD 9-11: 1. Brian Emig (Yam); 2. Chris Wallis (Yam); 3. Craig Jackson (Yam).

83cc GIRLS DIV: 1. Kathy Holman (Yam); 2. Cindy Dumo (Kaw); 3. Katrina Wallis (Suz).

100 MOD EX: 1. Bryan Taylor (Yam); 2. Tim Butler (Yam); 3. Jon Jackson (Yam).

100 MOD INT: 1. Jimmy Bryant (Suz); 2. Kirk Belto (Yam); 3. William Oler (Yam).

100 MOD JR: 1. Sannon Ivey (Yam); 2. John Sturgis (Suz); 3. Billy Cleckler (Suz).

125 MOD EX: 1. Bryan Taylor; 2. Mike Clement (Yam); 3. Jeff Shumacher (Yam).

125 MOD INT: 1. Phil Reed (Hon); 2. Chuck Dawson (Yam); 3. Paul McLain (Hon).

125 MOD JR: 1. Leslie Elsik (Yam); 2. Mike Brown (Suz); 3. Brett Cahors (Yam).

105 OPEN: 1. George Holland (Suz); 2. Troy Blake (Suz); 3. Brad Kelly (Yam).

CHALLENGE OF CHAMPIONS: 1. Troy Blake; 2. Mark Knowles; 3. Larry Brooks.

NATIONAL HERO 83cc: 1. Todd Hewatt (Hon); 2. Larry Brooks (Hon); 3. Brian Abernathy (Yam).

NATIONAL HERO 125cc: 1. Bryan Taylor (Yam); 2. Tommy Myers (Suz); 3. Jerry Surber (Yam).

TEN YEARS AGO

BSA's super Rookie Expert, **Dave Aldana,** scored his second National win of the season at the Terre Haute, IN, half mile. Aldana, who passed **Dave Sehl** in a heat race with so little room to spare that he snapped off one of Sehl's carburetors, took the win over BSA teammate **Jim Rice.** With points leader **Dick Mann** finishing fifth, Rice moved to within two points of the lead, 380-378. **Rex Beauchamp** (H-D) won the Amateur feature.

Factory Husqvarna rider **Bengt Aberg** took the 500cc World Motocross Championship by posting a pair of seconds at the final event in Luxembourg. Aberg's nearest rivals for the championship, teammate **Arne Kring** and Maico's **Ake Jonsson,** failed to score any points in the final round. The injured Kring was forbidden by doctors to start, and Jonsson suffered mechanical failures.

Rusty Bradley came from dead last to win the Open class feature at the Austin Aqua Festival road races. Bradley, who won the first motorcycle road race held in conjunction with the annual festival on a Triumph two years before did the deed on the same marque.

Carlsbad Raceway was the scene of an observed trials hosted by the San Diego Trials Riders, and Bultaco-mounted **Bob Nickelson** was the winner in the Masters class. **Dewayne Blazer** edged **Mark Eggar** by two points to take the Expert win.

Road racer, navy pilot, violin player, and magazine writer **Jody Nicholas** became an Ascot half mile main event winner as he rode a **Harold Allison** Norton to victory over **Tom Rockwood. Wayne Hosaka** was the Amateur winner while **Gary Scott** took the Novice win after **Kenny Roberts** broke in his heat race.

It was announced that American CZ riders **Jeff Robertson, John Maroney, Jr.** and **Martin Tripes** would travel to Czechoslovakia for three weeks of extensive training at the CZ factory. CZ's leading American rider, **John DeSoto,** had also been slated for the trip, plus an extra two weeks of racing in Europe, but "certain difficulties" came up and DeSoto's trip was described as "tentative."

Senior TT action at Orange County Speedway featured such riders as Gary Scott, **Steve Nichols, Gary Wells, Al Baker, Scott Autrey, John Issacs, Gary Jones** and **Stan Rogers.** Gary Scott won all three main events.

John DeSoto, **Tim Hart, Jim Wilson, Jim West** and **Mike Runyard** were among those Pro motocross riders who met to form the Professional Motocross Riders Association. Their aim was to set "basic criteria" for track safety along with negotiating with promoters over purse money.

Tim Hart won the 125 and 250cc Senior classes at Ascot's weekly motocross, aboard Sachs and Montesa machinery, respectively. Jim West conquered the 500cc ranks on an AJS.

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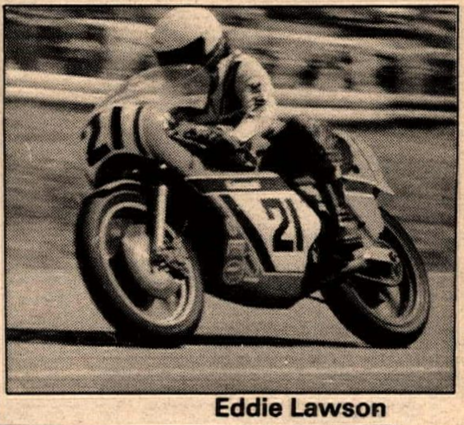

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Desert Hotline

Co-winner Chuck Miller crosses the Rovers finish line. (Inset) Greg Thomas took fourth with Tom Mattox.

Ogilvie/Miller romp at Rovers team race

By Jeff Robbins

LUCERNE VALLEY, CA, JULY 27

Bruce Ogilvie and Chuck Miller, aboard factory Yamaha YZ465s, teamed to win the Rovers M.C. D-37 team race by a 12-minute margin.

Greg Thomas (Yam) recently changed to a big scoot and showed everybody that he was the man to catch, sporting a big lead at the bomb. Dan Smith (Hus) came next followed by Lee Scheffers (Yam). Rick Jones was fourth ahead of Ogilvie (after a three-kick start). In the middle of the fifth to 10th group came Cliff Thomas on a Dick Allen's-sponsored 175 IT, being pursued by Kevin Hopkins, also on a Dick Allen's C bike, back about 17th.

The dust hung and the course was fast, so if you weren't out front it was wait till you could see time. By check one the only position change in the top five came with Ogilvie slipping past Jones.

At the midway point on lap one Thomas had a comfortable lead over the group. Then it was Smith, Scheffers and Ogilvie in that order.

The terrain changed from fast to rollers, allowing enough visibility for Ogilvie to slip by Scheffers, then Smith some eight miles later. He then set his sights on Greg Thomas. Greg lost a bolt out of a footpeg, allowing Ogilvie to make up the deficit a little more easily. By the last check on loop one Ogilvie had moved to within striking distance of Thomas.

The first rider to the pits was Ogilvie. Thomas came in about a minute later, followed by Smith, Scheffers and Jones. Cliff Thomas and Kevin Hopkins entered the pits in a "photo finish" at seventh overall. Bill Mattox came next, not on a Trailbike, but a 250cc.

The riders gave the armbands to their partners in the following order: Ogilvie to Miller, Greg Thomas to Tom Mattox, Smith to Howard McCasland, Scheffers to Ed Zarp, Jones to Verlin Van Zee, Brett Howell to Ed Whisenant, Cliff Thomas was riding as an ironman, Kevin Hopkins to Scott Atchison, and Bill Mattox to Colbert.

Others of note were Dan Ashcraft of the Ashcraft/Rich Zajic team at 13th overall, third 250cc, and Gary Charters of the Charters/Al Guzman team at first 250cc Senior.

The first Novices around were the #309 team followed by the Hylton/Horton team. Next came team #382 followed by team Pitts/Gray.

At the end of lap two Miller entered the pits with a six minute lead, making the race for first overall over, except for the riding of two more loops.

The overall order behind them was Smith/McCasland, Thomas/Mattox, Jones/Van Zee, Cliff Thomas, Howell/Whisenant and Hopkins/Atchison.

Robbins' First Postulate, "The fresher your body the faster you can ride" was verified about quarter of the way into loop three when Hopkins caught Thomas. Thomas and Hopkins battled for about two miles, then Hopkins (having only ridden 40 miles and having had an hour's rest) began to pull away from Hopkins (who had about 75 miles on him and no rest).

At the end of loop three the order overall was Ogilvie/Miller, Smith/McCasland, Greg Thomas/Mattox, Hopkins/Atchison, Ashcraft/Zajic, Cliff Thomas, Howell/Whisenant and Pfeiffer/Pfeiffer.

Ogilvie/Miller now had nine minutes on the Smith/McCasland team. One loop later they were 12 minutes up on Smith/McCasland, and the team of Hopkins/Atchison blazed their 175cc class bike in 30 seconds later at third overall. Greg Thomas/Tom Mattox were next, Scott and Kent Pfeiffer were fifth overall, second C bike. Ashcraft/Zajic were next as first 250cc, sixth overall. A very tired Cliff Thomas came in at 10th overall, first ironman. That was very respectable for a 175cc.

Others of note were Ron Bebo/Dick Postma, first Seniors at 16th overall, and Bringhurst/Lee, first Vets at 19th overall. The first Trailbike team was Duane Summers/Chris McDonald. The first woman team was Trudy Beck/Lori Farmer.

The one-loopers peeled off somewhere in the middle of all the confusion since everybody had to run pie plates today. The first one-looper was Phil Mendoza (solo), first 100cc Novice. At second overall, second Trail Novice was the team of Jim and Dave Morrison. First 250cc Beginner was Joe Osterman (solo) at fourth overall. First Open Beginner was the Jesse Lee/Craig Merideth team.

Next the Novices began finishing. First overall Novice, first 250cc went to Hylton/Horton. Second overall, first Vets, were Rex Pitts/Ron Gray. Third overall, first Open were Sheppard/Norris. Fourth overall, second Vet was John Dey (solo). First 125cc Novice went to the Tom Arnold/Randy Jones team. Second 125cc Novices were Guy Gowdy/Mark Kralik.

The lucky to be here award this week went to Tom Elias who found himself lying on a rattlesnake before the start. Luckily, the only casualty was the snake. ●

Fast Facts

Trudy Beck

Desert Racer

Name/nickname: **Trudy Lee Beck/Stone.**

Date/place of birth: **June 1, 1958/Lynwood, CA**

Boy friend or husband's name: **NA.**

Current residence: **Westminster, CA.**

Occupation: **Machinist.**

Hobbies/relaxation: **Softball and bicycling.**

Van/car: **'69 Chevy van.**

Favorite food/drink: **Steak/Lowenbrau.**

First interest in bikes: **In '72 when my father bought my sister and me a Honda for Christmas.**

First bike: **Honda 90.**

First race/outcome: **Family enduro/first Father & Daughter team.**

Most recent win: **District 37 Dual European Scrambles on May 10-11, first woman both days in Woman's class.**

Size/make of current racing bike: **Yamaha YZ250G.**

Sponsors: **Yamaha Motor Corp., Premier Yamaha, Hi-Point, Uvex goggles and Oren Beck.**

Tuner: **Myself and Oren Beck (father).**

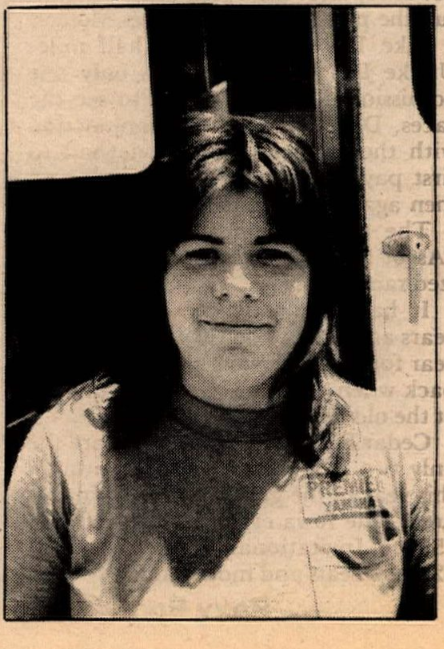
Biggest gripe about racing: **Women aren't noticed enough.**

Most respected rivals: **Sue Fish, Carey Stiener and Dede Cates.**

Reasons for racing: **For the excitement and challenge and for fun — I enjoy it.**

Future racing ambitions: **To win the Women's Nationals.**

Additional info: **There should be more publicity for women.**



(Continued from page 3)

The Laguna record breaker was also unique, or fitting with rookie Expert Freddie Spencer the only rider on the track that could even come close to running with Kenny. These two swapped the lead seven times in the first segment, 10 times in the second half. These two came within one rider of lapping the entire field — and were right on that rider at the finish.

Many believe that Spencer is heir apparent to the throne. Due to big bucks contracts that abound for certain road racers like Freddie, we may not see that much of him year after year in National events — unless the faction for the reduction to 500cc racing on dirt gets their act together.

I talked with Kenny about 500cc dirt racing. It is probably the only thing that will ever bring him, and Yamaha, back to the miles and half miles.

Right now Kenny is the most popular rider in America. The fans went wild at Laguna long before the end of the race. They say that Spencer has already made his mark with the fans in Europe and is fast earning a following over here. Who will be the first dirt track promoter (mile or half mile) to have both these riders on the track at the same time?

American racing needs heroes, and to become one an individual has to (1) win races and (2) know and understand promotion and publicity. This combination has been hard to come by for too long a time in our circles.

Along that line, I was talking with a died-in-the-wool cycle and stock car racing fan recently who is close to many of the competitors. He told me that the other "King," Richard Petty, is never without a pen so he can sign any and all autograph requests. That's partly what it is all about.

Another record was also set on the weekend of Aug. 1-3. It was the first time the AMA has sanctioned three National events on the same weekend.

And with that weekend we got our sixth new first time National winner for the year, Scott Pearson.

It was a big weekend for the "Scotts," Scotty Parker winning Santa Fe and Scott Pearson at Peoria. I guess, by the same token, it was a bad weekend for the other pair of Scotts, Gary and Hank.

Scott Pearson has ridden long and hard to win his first National. Many other riders facing the same path would have given up a long time ago. The first one is always the most difficult to win.

A prime candidate to be the next first time National winner is Ricky Graham. Rick is a charger who has come close several times — and now it's just a matter of time.

On the subject of something new: A first-time National comes up at Cedar Rapids, Iowa on Saturday night, Aug. 16. It replaces the event that has been run the past two seasons at Des Moines.

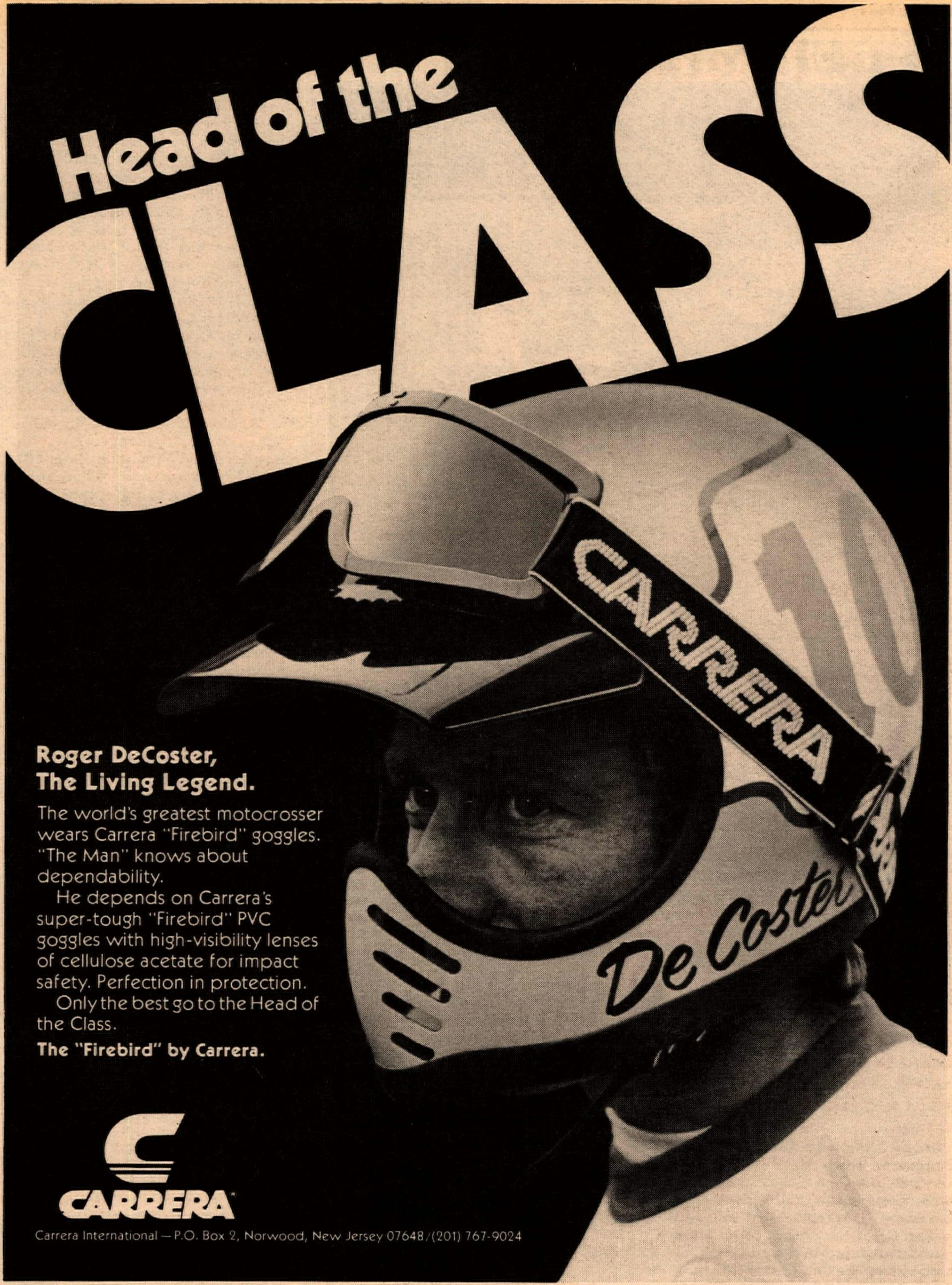
Like Des Moines, it's a half mile. Unlike Des Moines there is only one admission charge to get in to see the races. Des Moines ran in conjunction with the State Fair, and one had to first pay to get into the grounds and then again to get into the grandstands.

The Cedar Rapids oval is of the "Ascot type," a track built for motorized racing only.

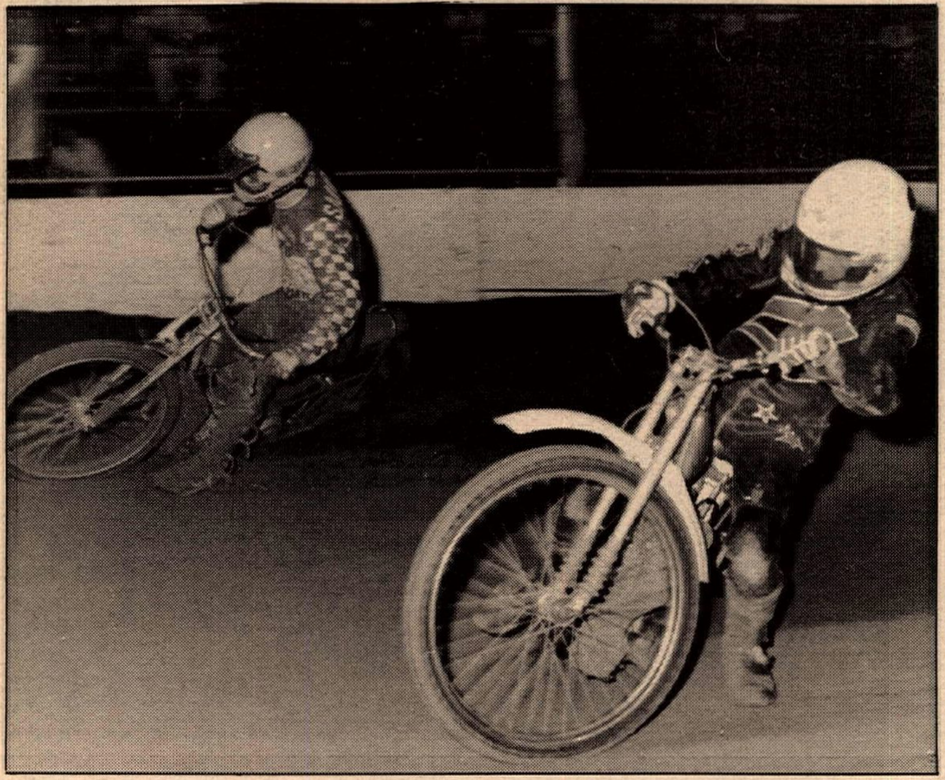
It has been well known for many years and used to be the first race each year for cars following the Indy 500 — back when dirt cars were still running at the old brickyard.

Cedar Rapids and Columbus are the only two half mile Nationals running this year in the general upper midwest area. The Iowa event is also hosting a "500cc Invitational." Call 515/277-6240 for seats and motel info. ●

Roxy Rockwood



SPEEDWAY WEEK



Gary Ford used the low line at IMS for the Handicap Main win.

Faria wins Napa Wine Cup Championship

By Jann Houston

NAPA, CA, JULY 26

He did it in 1979 and again in 1980; Mike Faria, top AMA nothern California man for the past three years and last year's nothern California Champion, tonight successfully defended his Napa Wine Cup Championship with a perfect score. He has a computer brain, enabling him to "memorize" the track, along with an amazing amount of concentration and determination. Whatever the formula, he's a winner!

It was a two-way tie with perfect scores for the first four rounds between "Flyin' Mike" and "Do It" Duane Yarrow. The tie-breaker of the evening came in Event 18.

Yarrow had the advantage riding off the pole with Faria in the third position, Duane's brother Allen in second and Paul Orlandi on the wall. Faria was in the lead on lap one with Yarrow constantly within inches waiting for the chance to go around, under or possibly over, but the Faria excellence was unbeatable as he won the race and the Championship. Starter Ron McGill handed Mike the checkered flag as his faithful wrench Frank Diaz joined him on the bike for a fast victory lap around the track.

The final two events of the evening seemed anticlimactic. The Napa Wine Cup Championship was over in Event 18. Duane Yarrow placed second and Ferris was third.

An extra added attraction came during intermission. When the points were tallied after Cal Expo's race last night, it was determined that John Volk and Steve Lucero were tied for 16th place eligibility in the Northern California State Championship to be held at Cal Expo on August 1. In a four-lap runoff, Lucero won; Volk will be first reserve.

Tonight's Championship brought the 1980 Napa season to a close. It was a real success and promoter Dennis Robinson is already making plans for the 1981 season.

Results

FINAL POINT STANDINGS: 1. Mike Faria (15); 2. Duane Yarrow (14); 3. Tom Ferris (12); 4 (TIE) Mike Delacy/Dave Faria (10); 6. Eddie Ingels (9); 7. John Volk (7); 8. (TIE) Paul Orland/Marc Prince/Harlan Bast/ Allen Yarrow (6); 12. Jim Ross (5); 13. (TIE) Gary Stewart/Marv Webster (4); 15. Mike Belanger (3); 16. Jerry Baugh (2); 17. Joe Leduc (1).

Mike Faria wins NorCal championship with perfect score

By Jann Houston

SACRAMENTO, CA, AUG. 1

Unbeatable is the only word to describe "Flyin' Mike" Faria, especially when it comes to a Championship! According to his pretty wife, Bev, this one had special meaning to Mike. Whatever the reason, he did it, with a perfect score of 15!

At the end of the first round it was Faria, Eddie Ingels, Paul Orlandi and Tom Ferris with perfect scores.

With the completion of round two, only Faria had added another win, with Ingels taking his only second of the evening in a "screamer heat" with, who else but Mike taking the checkered flag.

Round two was a particularly bad one for crowd favorite "Mighty Mouse" Paul Orlandi, as he connected with Jim Ross on lap one between turns two and three. The ambulance was called to the track and it was off to the hospital for Paul with what looked like a broken ankle. The crowd went wild shortly after Intermission when word came that Paul had, in fact, suffered only a bad bruise and was already back in the pits. He was out of racing for this evening, but he's headed south for the Qualifiers next week.

As the evening continued, Faria took the lead out of the starting gate in *every* race and *never* lost it! Second, third and fourth places were out of his racing vocabulary tonight.

The real point race of the evening soon developed between Ingles, Duane Yarrow and Dave Faria as they battled for second and third.

The finish of round three saw Ingels and Dave Faria tied for second and Yarrow in third.

Going into round five, anything could happen. Ingels held a one point lead for second, as Dave Faria and Yarrow were tied for third. In Event 18, Yarrow took the win, holding off Tom Ferris, Marc Prince and Ross. Where Ingels and Faria were concerned, it went down to the final race, Event 20. Ingels shot into the lead from the third position out of the starting gate and held it to the checkered flag forcing Dave Faria to settle for second place in that event and fourth for the evening. It was Mike Faria first, Ingels second and Yarrow third.

During Intermission, promoter John Houston presented Mike Faria with a special plaque for 1980 Northern California High Point Man. This is the third consecutive year Mike has done it. Houston also presented "Incredible" Eddie with a plaque for "Most Improved and Promising Rider 1979-1980." Needless to say, Eddie proved himself worthy of the nickname nad the honor.

In the Northern California Junior Championship, Bart Bast won the Handicap Main, John Houston, Jr. placed second and Bobby Hedden waa third. The Scratch Main went to John Cryer, Scott Brant was second, Steve Miller third.

When the total Junior Division points were tallied for the 1980 season it was Cryer of Reno who will wear the number one for the 1981 season, until he turns 16 next July and moves up to the big bikes. Bast was second in the year-end point totals.

Next Saturday will be Cal Expo's final race of the season, the third round of the U.S. Qualifier.

Results

1. Mike Faria (15); 2. Eddie Ingels (14); 3. Duane Yarrow (13); 4. Dave Faria (12); 5. Tom Ferris (9½); 6. Glenn Hutchison (8½); 7. Mike Delacy (8); 8. Steve Lucero (8); 9. Marc Prince (7½); 10. Mike Belanger (7½); 11. Al Yarrow (5); 12. Jim Ross (5); 13. Harlan Bast (4); 14. Jerry Baugh (3½); 15. John Volk (3½); 16. Paul Orlandi (3); 17. Marv Webster (2); 18.Gary Stewart (1).

Christian gets number five at IMS

By Scott Daloisio

SAN BERNARDINO, CA, AUG. 6

Alan "Crazy" Christian picked up his fifth Scratch Main of the season at Inland Motorcycle Speedway Wednesday night. Christian, fresh off his victory in the Ventura Qualifier the night before, jumped out front at the start from his number two starting position. Lance King took second on the start ahead of northern California's "Flyin' Mike" Faria and Dave Sims.

Christian built a comfortable lead by the end of lap one leaving Faria and King to battle for second with Sims running close behind in fourth. Faria went to the high groove to try and take the number two spot away from King but was held off until they reached the back chute on lap three. Faria went by King, but that was as far as he was going as Christian had an unsurmountable lead. At the finish, it was Christian followed by Faria, King and Sims who had mechanical problems on the final lap.

Canadian National Champion Gary Ford took his second Handicap Main of the season at IMS. The "Flying Canuck," riding from the 10, took the lead at the start over Phil Gagnon and Dave Miller. Louis Lindwall spun in turn two on lap two, eventually doing a wheelie and having the bike come out from under him, taking himself out of the event. Gagnon continued to press Ford for the lead but was unable to get by. John Sandona lost it while battling Sterling Cogar for fourth on the final lap. At the wire, it was Ford followed by Gagnon, who turned in one of his best performances of the year, Miller, Cogar, Sandona and Lindwall.

John Foster took his first win in Second Division at IMS in 1980 as he outdistanced Dennis Abbott and "Turn One Legend" Tom Hughes. Abbott moved out front at the start ahead of Jim Turner and Cary Fass. Fass took the lead coming off of turn two on the opening lap and proceeded to open up a huge lead.

Fass was headed for a sure victory until he caught the back chute wall on lap three, opening the door for Foster and the rest of the pack to get by. Foster had an easy time of it the remaining two and a half laps, winning over Abbott, Hughes, Paul Belisle, Turner and Fass.

Third Division's Main didn't even go two laps, but was called complete with Rusty Jennings getting his first victory of the season. The initial start was red-flagged immediately when some of the riders were not set in their starting positions when the green dropped. Unfortunately, "The Urban Cowboy" John Pavano didn't see the red and rode hard until he fell in turn four, drawing a big cheer from the crowd for his effort.

On the restart, last week's winner Don Bovee jumped out front ahead of Jennings. Bovee led at the end of lap one with Jennings close behind. Bovee bobbled in turn two on lap two, but was able to keep the lead. It lasted through turn four when he got crossed up and was hit hard by Jennings. Both riders went down with Bovee staying down for several minutes but finally getting up and leaving under his own power. Referee Irwin Moon called it a complete race at this point giving the victory to Jennings followed by Jeff Havacko, Pavano, Kerry Miller, Tom Conrad and Bovee.

Jim "The Animal" Fishback, Lance King and Kevin Weeda got together in the third Handicap heat causing the most spectacular accident of the season at IMS. Weeda and King were battling for a position heading into turn three when they came together hard and went down high on the race track. Fishback, riding the cushion as usual, had nowhere to go but over the top. When Fishback did so, he was launched into the air, sailing some 15 to 20 feet while being four feet off the ground.

When he came down, he came in contact with the crashwall. Fishback rode down the crashwall some 20 feet before he went down heavily. Fishback was down for a good three minutes, but was able to leave under his own poser and return to ride later in the night. King and Weeda were uninjured, but Weeda was out the rest of the night with bike damage.

This Wednesday night is kid's night at IMS. The Frisbee-catching dogs and Junior Speedway riders will be on hand and there will also be prizes given away for some lucky youngsters. The IMS National Qualifier will be held on August 20 and the California State Invitational Championship has been moved from September 14 to September 20.

Results

SCRATCH MAIN: 1. Alan Christian; 2. Mike Faria; 3. Lance King; 4. Dave Sims.
HANDICAP MAIN: 1. Gary Ford; 2. Phil Gagnon; 3. Dave Miller; 4. Sterling Cogar; 5. John Sandona; 6. Louis Lindwall.
SECOND DIV. MAIN: 1. John Foster; 2. Dennis Abbott; 3. Tom Hughes; 4. Paul Belisle; 5. Jim Turner; 6. Cary Fass.
THIRD DIV. MAIN: 1. Rusty Jennings; 2. Jeff Havacko; 3. Jon Pavano; 4. Kerry Miller; 5. Tom Conrad; 6. Don Bovee.
TAG TEAM MATCH RACE: 1. Gene Woods/Jeff Carmello; 2. Jim Fishback/Mark Detter.

Christian scores a knockout in round one at Ventura

By Bill Locey
VENTURA, CA, AUG. 5

The big crowd that braved the cold wind Tuesday night at the Ventura Raceway was rewarded with the best racing of the 1980 season. Alan "Crazy" Christian, in yet another fine show of madness, swept the program as he won all five of his rides to earn the maximum 28 points in this the first of five qualifiers to determine the 14 available spots for the Nationals to be held at Harry's Place October 11.

Also sharing the headlines was the man who wasn't there, seven-time National Champ Michael Bast. The Babe Ruth of speedway has retired at age 27. Either (pick one): a. High blood pressure, b. family history of heart trouble, c. too much b.s. has managed to accomplish what no rider has been able to do in 10 years — keep Bast out of the Nationals. There are two schools of thought as to the future; look for a dramatic return October 11, or he's history. We'll see.

Nevertheless, it was speedway at its finest, and longest (31 races) in the all Scratch program. The track has never been in better shape. On hand were the 32 top First Division riders, including nine from the northern circuit. The Invisible Moran Brothers' streak continued (zero for 1980) as Kelly failed to materialize.

In the end, experience paid off as five of the top six finishers were Ventura regulars. The northerners had a long night of it. Their champ, "Flyin' Mike" Faria, finished in a tie for 11th with nine points, a fall in his first heat with a comfortable lead didn't help. Three-year veteran Eddie Ingels was their top scorer with 17 points, good enough for fifth place.

Track points leader Christian was not seriously tested in his first four rides, usually in command by the second turn. In the third round, Jeff Tomlin managed a slim lead for a full lap, but Christian muscled by him on the inside and rode away from everyone.

Equally impressive was 17-year-old Lance King, destined for stardom in England next season. Winning four straight races, two of which were laughters, King survived terrible starts and came from last with some wild riding on the outside to win the others.

"Bad" Brad Oxley was also memorable. Only back in the saddle a week after injuring his shoulder for a sixth time, Brad cringed in pain between races, but on the track was a powerhouse, also winning his first four rides.

The last race of the night figured to be something else, what with the trio of unbeatens: Christian, King and Oxley and also speedway Hall of Famer "Dangerous" Dubb Ferrell thrown in for good measure. They went four wide into the first turn. Christian stayed on the throttle and jumped ahead of Oxley in the second turn with King charging hard on the outside. Oxley challenged for a lap, then fell two lengths back as King took up the chase, running even with Christian on the straightaways. But Christian managed to block both riders for the rest of the race to take the win with King coming up two lengths short. Oxley managed to hold off Ferrell for third. It was just another basic Christian win after all.

Christian will be tough to beat in his fifth try at the Number One spot in October. With Bast out (or is he?), it figures to be a battle to the wire between Christian and Bruce Penhall. But then who can count out Scott Autrey, Brad Oxley, Shawn McConnell, Lance King or Keith Chrisco? It's too bad Mike Curoso got such a late start this year...well, it should be interesting...

The noise and all those young girls return for business as usual at the Ventura Raceway Tuesday night.

REsults

NATIONAL QUALIFIERS POINTS: 1. Alan Christian (28); 2. Lance King (26); 3. Brad Oxley (24); 4. Dubb Ferrell (20); 5. Eddie Ingels (17); 6. Dave DeTemple (16); 7. Keith Chrisco (16); 8. D. Yarrow (14); 9. Charlie Morse (13); 10. Craig Schaeffer (12); 11. Jeff Tomlin (10); 12. Denny Pyeatt (10); 13. M. Faria (9); 14. Shawn McConnell (9); 15. Steve Columbo (9); 16. Jan Ballard (9); 17. Leni Faas (7); 18. Paul Orlandi (7); 19. Glenn Hutchison (7); 20. Dave Sims (6); 21. Tom Ferris (6); 22. Mike Muntean (6); 23. John Sandona (6); 24. Gary Ford (6); 25. Bob McLain (5); 26. Gene Woods (5); 27. D. Faria (5); 28. Derek Gage (5); 29. Moose Kennedy (4); 30. Marc Prince (4); 31. Mike Delacy (4); 32. Stuart Morley (1).

McLain wins Ascot Natl. Qualifier

By Gary Hoffman
GARDENA, CA, AUG. 7

Last Thursday night brought 31 of speedway's best riders to J.C. Agajanian's Ascot to compete in 24 qualifying rounds, four semi finals, one consolation, and the main event (all scratch races) for qualifying for the national championship.

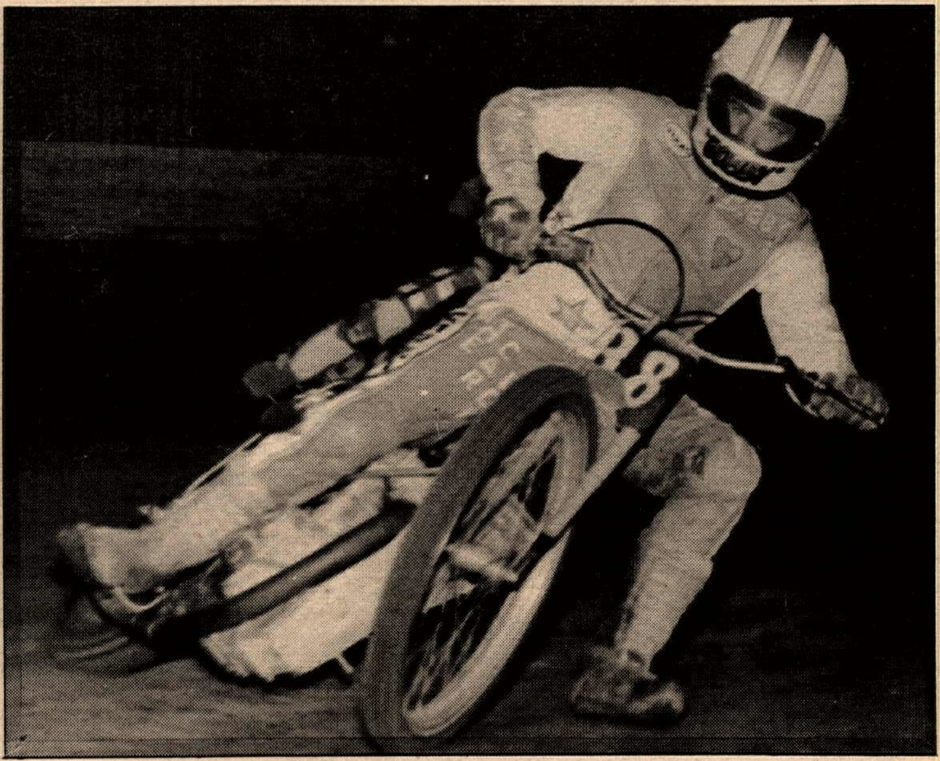
Qualifying was get-down-get-it racing as no one was about to settle for second place. Jeff Tomlin rode like Darth Vader was behind him, staying out front in each event and never looking back. Defeated only by Dubb Ferrell, who also scored a raft of points to get him into the main event, he must have gotten his nickname "Dangerous" from a photographer as he likes to come inside the white lines a lot.

Mike Faria was the most impressive rider from the north, scoring a total of 13 points, but not being able to transfer to either the consi or main event, as those events were filled by southern California riders.

The consi brought Alan Christian, Dave Sims, Denny Pyeatt and David DeTemple together. Pyeatt shot off the line first with Dave Sims hot on his trail, DeTemple third and Christian fourth. The order never changed throughout all four laps while Pyeatt had no intention of letting Sims by. Denny took the checkered flag and an impressive 21 point total for the night.

But the race everyone was waiting for was about to begin. The main event. The big score. It would almost be like winning the National Championship. On the pole position was "Dangerous" Dubb Ferrell, doing unexpectedly well after coming off an injury which kept him out of racing for several weeks this year. Next was "Bad" Brad Oxley, second in overall points this year. In the number three spot was an unexpected Jeff Tomlin who definitely came out to win and last, but certainly not least, was "Bullet" Bob McLain coming in as a reserve rider and making the Main event.

The tapes flew up and McLain and Oxley flew out together. As they rounded turn two, McLain pulled out a few feet in front of Brad while Tomlin and Ferrell were tied for the number three spot. Into the second lap, McLain and Oxley were neck and neck with McLain still maintaining to stay a few feet ahead. Tomlin took a more secure third with Ferrell following.



Bobby McLain came from reserve status to win Ascot's main.

The third lap kept the same order though it seemed impossible that McLain could stay out front when his bike started sputtering constantly. Last lap. All the marbles. McLain was still sputtering while Oxley just waited to slip by for that big win. Tomlin got it cranked up to the max and Ferrell was probably wishing he had gotten a better start. When the checkered flag came down, it was McLain by a bike over Oxley then Tomlin and Ferrell.

Coming in not knowing if he was even going to get to race, McLain ended up winning the Main event for the National Qualifiers and a hefty 26 points. Good show Bobby!

Results

MAIN EVENT: 1. Bob McLain (26); 2. Brad Oxley (24); 3. Jeff Tomlin (23); 4. Dubb Ferrell (21).

CONSOLATION: 1. Denny Pyeatt (21); 2. Dave Sims (16); 3. David DeTemple (16); 4. Alan Christian (14).

Christian and Lindwall clobber Costa Mesa

By Ken Kellogg
COSTA MESA, CA, AUG. 8

This Friday night began a little different; that is, it was special. To begin with, Harry Oxley had gotten together with *Cycle News* and made it a half-price night for licensed motorcycle riders which, towards the end of the season, was a real treat for fans who had been coming all year. Also, Kelly Moran made it over from Europe to ride the qualifiers.

In Event number three, a Handicap heat, Alan Christian was the lone rider from way back on the 60-yard line. When the gate went up, he had already passed 40-yard line rider Denny Pyeatt and was after Leni Faas. Lance King, riding from the 40, had moved into second place behind Jeff Carmello (a 20-yard line rider), but Leni wouldn't give in and took second back from Lance.

On the last lap, turn two Christian managed to move past King on the outside and was now threatening Fass for second in the back straightaway. He closed in on Fass and in turn four heading for the wire, Christian moved inside Fass and took second, but was unable to catch Carmello.

In Event number 18, Brad Oxley was last coming off the line, but with good reason. He was riding with a very painful shoulder from an injury received earlier and even with a Qualifier the next night at Sacramento, Brad was making sure fans got their money's worth. He did manage to pass Moran and almost caught Mike Curoso to make the transfer, but was about 1½ bike lengths short.

The Third Division Main saw last week's winner Margo King back on the 20-yard line. On the second lap, turn one she went down, but was saved because on the same lap in the back straightaway, Tom Conrad and Dave Smith tangled, going down and causing a restart. Neither rider made the restart, but it did give Margo a second chance.

On the restart, they made it to the third lap, then another accident involving Craig Young and Don Bovee caused a second and final red flag. The finishing order was given as Bovee, Jeff Havacko and King.

The Second Division Main went to Wes Randolph who was virtually unchallenged. Riding from the zero yard line, he managed to lengthen his lead while the real battle was for second and third between Robin Bourgeois and Steve Lucero. Lucero tried to catch Robin; however, there just weren't enough laps and the final count was Randolph, Bourgeois and Lucero.

In the Handicap Main, John Foster from the 10 led for the first three laps before Louis Lindwall moved inside in turn one on the last lap and took the lead. While Louis was busy taking the lead, Dave DeTemple, Moran and Christian were busy untangling their bikes, for all three had collided, leaving only three riders standing — Lindwall for first, then Foster and Faas.

The Scratch Main was quite a match up — Christian, King, Faas and Mike Curoso. Christian was in the far lane, but into turn one it was Christian then King. Lance tried to catch Alan and in every straightaway, he would gain a little ground, but never enough. Christian won by about two bike lengths followed by King, Faas and Curoso.

Results

SCRATCH MAIN: 1. Alan Christian; 2. Lance King; 3. Leni Faas; 4. Mike Curoso.

HANDICAP MAIN: 1. Louis Lindwall; 2. John Foste 3. Leni Faas; 4. Dave DeTemple; 5. Alan Christian; 6. Kelly Moran.

SECOND DIV MAIN: 1. Wes Randolph; 2. Robin Bourgeois; 3. Steve Lucero.

THIRD DIV MAIN: 1. Don Bovee; 2. Jeff Havacko; 3. Margo King.

Western hotline

That CRC Saddleback rider John Biffle can still smile is amazing.

Kehoe, Schmitz, White take lion's share of AME $1000 purse

By Laura Richard

VALENCIA, CA, JULY 27

The third round of the American Motocross Enterprises $30,000 Summer Series opened on the Shadow Glen course with a good turnout of riders for a hot afternoon of racing. Erik Kehoe, mounted on his new factory support YZ250 Yamaha took back to back wins in the 250cc Pro class.

Moto one saw Kehoe with the hole-shot and the lead followed closely by International Yamaha-mounted Mike Shoemaker and Yamaha rider Steve Rawson holding down the third place spot. Shoemaker pressed the entire race but a determined Kehoe held on to take the win.

Moto two saw Shoemaker take the lead with Kehoe in second. Shoemaker went down in one of the corners, giving the lead to Kehoe, who went on to take the win. A strong ride on the part of Shoemaker enabled him to work himself through the pack to take second. With the overall win going to Kehoe and second to Shoemaker, third place was taken by Suzuki-mounted Ken Zahrt.

In the Open Pro class it was all International Yamaha rider Mark White as he was able to put together back to back wins. In moto one White had to work his way through the pack for the first place spot with second going to Suzuki rider Ken Zahrt and third going to Bakersfield Yamaha rider Darin Oliver.

Round two saw Yamaha rider Dean Taylor taking the holeshot and the lead, but again White was able to work his way up to take over the lead and the overall win with Zahrt taking second and third going to Yamaha rider Brian Vargus.

The 125cc Pro race proved to be one of the most exciting of the day as International Yamaha rider Steve Schmitz and Yamaha-supported Erik Kehoe battled it out, but Schmitz held off the hard-charging Kehoe to take back to back wins with Kehoe settling for second and third going to Luft Racing Honda-mounted Mark Moscrop.

Results

500 PRO: 1. Mark White (Yam); 2. Ken Zahrt (Suz); 3. Brian Vargus (Yam).

250 PRO: 1. Erik Kehoe (Yam); 2. Mike Shoemaker (Yam); 3. Ken Zahrt (Suz).

125 PRO: 1. Steve Schmitz (Yam); 2. Erik Kehoe (Yam); 3. Mark Moscrop (Hon).

500 INT: 1. Brand Johnson (Suz); 2. Jesse James (Mai); 3. Ron Wade (Suz).

250 INT: 1. Brand Johnson (Suz); 2. Andy Meszaros (Yam); 3. Brain Wassell (Hon).

125 INT: 1. Doug Gentry (Yam); 2. Rick Miller (Hon); 3. Todd Broussard (Yam).

500 JR: 1. Eddie Rea (Hus); 2. Dave Wehy (Suz); 3. Jeff Aeck (Yam).

250 JR: 1. Jim Schmidt (Suz); 2. David Thayer (Yam); 3. Derek Burg (Yam).

125 JR: 1. Jim Pullar (Suz); 2. Mike Wolfe (C-A); 3. Ralph Usher (Yam).

VETS EX: 1. Randy Gafner (Yam); 2. Ron Cole (Suz).

100 PRO: 1. Erik Kehoe (Yam).

100 INT: 1. Zoli Meszaros (Yam).

100 JR: 1. Mike Headworth (Yam).

83cc MINI EX: 1. Steve Van Duzen (Yam); 2. Andy Ellis (Yam).

83cc MINI INT: 1. Lance Johnson (Suz); 2. Eddie Hicks (Yam); 3. Jimmy Owen (Suz).

83cc MINI JR: 1. Tony Puga (Kaw); 2. Wesley Furrh (Yam); 3. Michael Minjares (Suz).

60cc MINI INT: 1. Shane Trippler (Yam); 2. Danny Lamb (Yam).

60cc MINI JR: 1. Kayle Johnson (Suz).

JR CYCLES JR: 1. Bobby Headworth (Yam); 2. David Aflond (Yam); 3. Jason McFarland (Suz).

Olsen, Black star at three series CRC Saddleback MX

By Lee Taylor

ORANGE, CA, JULY 27

A race comprising three series at Saddleback Park lured some of the Southland's finest riders. It was the second event in the California Racing Club's IRC Tire Series, the fourth round of the La Habra Yamaha Series and the Suzuki West of Rosemead Series.

Kenny Meeks piloted his Suzuki out in front at the start of the first 250cc Novice moto. Meeks found Johnny Padilla (Suz) breathing down his jersey followed by Maico-mounted Bill Olsen. The Novices had more than their share of spills and thrills as Meeks left the madness far behind and set up a beautiful lead. The end of the moto found Meeks easily in command followed across the line by Olsen and Padilla.

The second time out off the gate, Olsen took over and found Mark Allen Anderson on his tail. Meeks, in third was burning up the track, trying to take down the second moto win. By the end of the day, Olsen was there for top honors in the class, Meeks took home second overall Gold and third went to Anderson.

When the first division of 250cc Intermediates blasted off the line, Jerry Black, aboard a Crown Cycle Maico jumped into the lead and found himself badgered by Honda pilots John Biffle and Glen Wells. Black, true to nature and obviously at home on Saddleback turf, turned his Maico loose and into a beautiful lead. Doug Jacobs, riding for Aircone pulled on into third as Biffle, beset with problems was set back with a broken throttle.

Utter chaos erupted at the top of the hill with riders falling all over each other. Roger Heyes, pressing hard was now in second with Greg Taylor fighting Jacobs for third.

The second time off the line, Black once more took charge with Wells, riding for KFC (Kentucky Fried Chicken?) in second and Taylor easing his Yamaha into third. Biffle, now with throttle intact, was fighting in fourth. Taylor, in hot pursuit of Wells, pulled on ahead and continued down to the wire, trying to gain on Black and serpentining his way in and out of lapped riders. By day's end, Black came home to a beautiful pair of aces, Taylor took down second overall and third went to Heyes.

Robert Reisinger piloted his Kawasaki throughout two motos in the 250cc Pros for top money of the day. In the first moto he set up a super lead and left the dueling to Jim Holley and Andy Kirker.

When the machines came to life for the second time, Reisinger's Kawasaki was breathing fire and lept off the line with Jim Holley in second and Kippy Pierce close behind. Holley, beset with mechanicals in the first moto, was flying and engaged in a wheel-to-wheel duel throughout the moto.

Pierce went down, leaving third open to Andy Kirker as Holley flew on by Reisinger and into the lead. When the finish line came into view, Holley led the way with Reisinger, a close second, good for first overall. Kirker crossed over in third, taking down second overall and third overall went to Ted Hoyt for a fine 5-5 ride.

Results

80 BEG: 1. Eric Bellwood (Yam); 2. Dave Perry (Suz); 3. Ken Clifton (Suz).

80 NOV: 1. Michael Knapp (Yam); 2. Richard Fleming (Yam); 3. Don Feeley (Yam).

80 INT: 1. Kurt Hendricksen (Yam); 2. Alan Lippie (Yam); 3. Chris Taylor (Kaw).

80 EX: 1. Robert Laughlin (Yam).

100 BEG: 1. James Simons (Suz); 2. Glenn DeLatorre (Suz).

100 NOV: 1. Jerry Anker (Yam); 2. Si Volilov (Yam); 3. John Zirbel (Yam).

125 BEG: 1. Bobby Jones (Hon); 2. Jeff Sherrill (Yam); 3. Dave Moore (Yam).

125 NOV: 1. Joe Lundgren (Yam); 2. Don Myron (Suz).

125 INT DIV 1: 1. Ruben Torres (Yam); 2. Vince McMahon (Yam); 3. Harley Hall (Yam).

125 INT DIV 2: 1. Mickey Dymond (Hon); 2. Lyle Babi (Yam); 3. Vaun Butler (Yam).

125 PRO: 1. Chris Heisser (Hon); 2. A.J. Whiting (Yam); 3. Curt McCuistion (Kaw).

750 BEG: 1. Vincent Phillippi (Suz); 2. Ron Warpalk (Mai); 3. Dan Townsend (Yam).

250 NOV: 1. Bill Olsen (Mai); 2. Kenny Meeks (Suz); 3. Mark Allen Anderson (Yam).

250 INT DIV 1: 1. Jerry Black (Mai); 2. Greg Taylor (Yam); 3. Roger Heyes (Hon).

250 INT DIV 2: 1. Ron Baumgartner (Kaw); 2. Tom Makowski (Yam); 3. Dave Fernandez (Yam).

250 PRO: 1. Robert Reisinger (Kaw); 2. Andy Kirker (DG); 3. Ted Hoyt (Yam).

OPEN BEG: 1. Bill Smith (Suz); 2. Darby Riley (Yam); 3. John Crawley (Yam).

OPEN NOV: 1. Ray Plumb (Hon); 2. Marc Rider (Mai); 3. Mike English (Yam).

OPEN INT: 1. Craig Robertson (Suz); 2. David Piarski (Suz); 3. Tim Edmonson (Yam).

OPEN PRO: 1. Jim Holley (C-A); 2. Bill Hagen (Yam); 3. Bob Schulz (Yam).

CRC VETS JR: 1. George Thomas; 2. Richard Lake (Kaw); 3. Bob Denman (YZ).

CRC VETS INT: 1. Bob Dunham (Yam); 2. John McManaway (Yam); 3. J.D. Bray (Mai).

CRC VETS SR: 1. Dan Moore (Mai); 2. B. Crosta (KTM); 3. Soni Mount (Yam).

Ballentyne, Klinzmann top ARRA Ontario RR

By Patrick Behar

ONTARIO, CA, JULY 27

The American Road Race Association organized its race at Ontario a week before the only West Coast AMA National at Laguna Seca, and for a lot of California racers it was a good step to set up their machines and prepare their minds.

Harry Klinzmann (Racecrafters KZ 1000) seemed like he had things his way, in the four-stroke GP race. Harry led all but the last lap when he had to retire thanks to a faulty wheel bearing, giving the win to Tom Ballentyne on a Suzuki GS1000 Turbo. Earlier in that race Whitney Blakeslee (Champion M/C Kaw), running third on a KZ650 overbored to 855cc, also dropped out of contention after an engine oil leak.

For Ballentyne there will be another victory gift in the Open Cafe race when Mike Spencer, riding Blakeslee's bike blew the engine after leading the first laps. Tom, who was thinking of packing up after the morning practice because of a problem with the turbo unit, somehow had a very good day.

But Harry got his revenge in the Open GP race in which he almost lapped everybody and gave the spectators outside turn 19 a festival of giant wheelies. Chuck Parme, who was then riding the most wanted bike of the day, Whitney's 855cc KZ650 was running second before he had brake problems (front and rear) which forced him to gradually slip back to fifth place. But then a strong battle for the runner-up position took place and D. Longsom on a TZ250 showed talent in staying second overall and first in the 500cc GP class. Leland Hancock came from a poor start to a third overall and second in 500 GP.

Two of the most spectacular duels took place in the 125 and 250cc GP races. In the 125cc class, points leader John Glover had to fight really hard to get his win. After a good start he was clearly in front of R. DeWitt and Todd Brown, but DeWitt took command of the race on the second lap and then it went back and forth between those three riders, with Brown leading one lap. "My tires were not working very well — they didn't stick at all — so I thought, if I had tire problems the others will have them too, and I saved them for the final laps," said Glover.

This thinking paid off for Glover, who managed to get the lead on the white flag lap and was a few yards ahead with a victory under his belt. But for second place it took until the last corner to decide who would be second. Brown was running in front of DeWitt, but while going into 19, DeWitt tried an impossible attack inside the corner to try to open a door and get in front of Brown. It didn't

work but it was worth the effort and was beautiful to watch.

A similar climax took place in 250cc GP and involved Harry Klinzmann, Sam McDonald (the younger brother of Class C Expert Phil McDonald) and Leyland Hancock. McDonald took advantage at the green flag and led Klinzmann and Hancock. DeWitt was fourth, but out of contention for first place with a slow machine.

Sam had a fast bike, and could pass Harry on the straightaway, even if at the finish line outside 19, it was Klinzmann leading after getting past in turn six.

The race pretty much stayed like that with those three riders in front, passing and repassing each other.

On the last lap, McDonald was leading the trio, and while they were going through 14 on the short course used that weekend (18 for the long course), Klinzmann and Hancock went dirt riding on the grass, after what seemed like an attempt by Leyland to pass Harry in a desperate move, touching the edge of the track launching both bikes in the dirt. Leyland recovered first and finished second, while Harry had to push his bike across the line for a third place.

Results

50cc: 1. F. Garavoglia (Rin); 2. S. Piva (Itj); 3. I. Robidoux (Itj).

100cc: 1. D. Lowell (Hon); 2. N. Baker (Yam).

125 GP: 1. J. Glover (Hon); 2. T. Brown (Yam); 3. R. DeWitt (Hon).

200 GP: 1. T. Nelson (Yam); 2. D. Bright (Hon); 3. J. Lester (C-A).

250 GP: 1. S. McDonald (Yam); 2. L. Hancock (Yam); 3. H. Klinzmann (Yam).

500 GP: 1. D. Longson (Yam); 2. L. Hancock (Yam); 3. K. Code (Yam).

OPEN GP: 1. H. Klinzmann (Kaw); 2. R. Mitchell (Kaw); 3. C. Parme (Kaw).

550 4 STK GP: 1. S. Schrader (Hon); 2. M. Morse (Yam); 3. B. Gottschalk (Yam).

750 4 STK GP: 1. T. Chastain (Hon); 2. E. Van Marter (Hon); 3. J. Thwaits (Hon).

OPEN 4 STK GP: 1. T. Ballantyne (Suz); 2. S. Gilbert (Hon); 3. D. Farnsworth (Suz).

550 CAFE: 1. E. Kocina (Yam); 2. S. Gerki (Yam); 3. M. Vogel (Yam).

750 CAFE: 1. T. Chastain (Hon); 2. B. Chono (Hon); 3. M. Shier (Kaw).

OPEN CAFE: 1. T. Ballantyne (Suz); 2. K. Bracken (Duc).

200 PROD: 1. F. Callinicos (Yam); 2. T. Nelson (Yam); 3. S. Chambers (Yam).

250 PROD: 1. M. Madden (C-A); 2. D. Diaz (Yam); 3. G. Patton (Yam).

430 PROD: 1. M. Vogel (Yam); 2. H. Monise (Yam); 3. S. Dyer (Yam).

550 PROD: 1. J. Tottobene (Kaw); 2. R. Radelph (Kaw); 3. P. Turek (Kaw).

750 PROD: 1. M. Krolick (Kaw); 2. R. Utley (Hon); 3. E. Van Marter (Hon).

OPEN PROD: 1. C. Steward (Suz); 2. A. Post (Suz); 3. K. Bracken (Duc).

430 BOX STOCK: 1. D. Behrendt (Yam); 2. P. Stein (Hon); 3. C. Brooks (Yam).

550 BOX STOCK: 1. R. Radelph (Kaw); 2. J. Tottobene (Kaw); 3. P. Egan (Kaw).

750 BOX STOCK: 1. M. Krolick (Kaw); 2. D. Fryer (Hon); 3. J. Richards (Suz).

OPEN BOX STOCK: 1. A. Post (Suz); 2. C. Steward (Suz); 3. D. Moliter (Suz).

VINTAGE POSTWAR GP: 1. S. Largy (Duc); 2. D. Bright (Hon).

VINTAGE POSTWAR CLUBMAN: 1. D. Breetwor (BSA); 2. H. Costales (BSA); 3. J. Crockett (BSA).

Hot times at CRC Sundance GP

By Terry Rezek

ADELANTO, CA, JULY 27

Whooo-ha! Was it hot! California Rcing Club sure picked the right name for this race. By noon everyone was sundancing for sure; you had to hop from foot to foot just to stay in one place. The ground was so bad even the lizards were wearing sandals. Going fast didn't help, it was like riding into the mouth of a hair dryer. The hot (?) setup was to station one of your crew members at the top of one of the large jumps with a large jug of water. A three-second pause for a cool shower every other lap was about all that got some riders through a 45-minute race in 100 + degrees.

Chris Gables was the first of the Mini class into turn one and first across the finish line. Smooth, fast and stylish, he never looked back or slowed down or needed to. Marty Lehotan and Barry Crawford were right behind Gables at the start but he was as hot as the day and just kept opening a bigger gap between himself and the others. Lehotan and Crawford were joined by John Ray and the three of them battled for three laps for second. Crawford won and looked for the rapidly disappearing Gables. By this time, however, Gables was out of reach and Crawford had to be content with second. Ray continued to snipe away at Lehotan until he got past and then Lehotan tried for the rest of the race to get it back. The constant pressure from Lehotan proved too much for Ray's bike and in lap eight it fell victim to what appeared to be a series of seizures. Lehotan collected the reward for not letting up and finished third.

The next race had four classes and at least three bike sizes (100, 125 and 175cc) all running together and there was more position swapping than at a Hollywood party. Larry Watson led the screaming horde into turn one with Bruce Barnhurst and Michael Ward snapping at his knobbies. They must have bitten off quite a few, for Watson faded fast and Barnhurst and Ward moved up, joined by Quinton Smith, now in third. Back in the pack, Mark Lair was rapidly overcoming a poor start and was making some good moves. By lap three, Lair's fierce charge had carried him to first, with Smith in second. Ward was back in third and Barnhurst was at fourth but dropping back. Although the order remained the same for three more laps the heat was beginning to tell and lap eight saw Smith still in second but slowing noticeably. Lap nine had Lair and Ward firmly in first and second but I didn't see Smith come around. Bob Maxwell was now in third and stayed there to the finish.

William Millar got the jump on the next race, which combined the Seniors (40 +), Junior/Senior (30-40) and Women's classes. About a quarter lap later, he got a little too far to the left coming off the big jump and took an unscheduled trip through the pricklies. No crash but it slowed him enough to let about half the world go by. With Millar reduced to playing catch-up, Vern Heth happily inherited first and proceeded directly to finish, without even passing jail. The big battle formed at second and third, where Chuck Koistro fought with P14 for three laps until P14 disappeared and Koistro had second for sure. Heth was long gone and Koistro went looking for him. Bob Scott, who had been right behind Koistro, thought he had

Western hotline

Clark Jones styles his way through an SSM berm.

DeAnza 250cc Pro winner Craig Gormley chases Keith Williamson.

third with no problem but Millar was determined to stage a comeback and managed to get by Scott for a lap and one-half. Scott decided he liked it better in third and took it back by lap six, where he stayed to the finish.

In the Women's class, it was Tandy Jenkins leading, as usual, and, also as usual, blasting a lot of guys into the weeds. Her aggressive riding style was a little too much for her bike, which coughed up a chain in a late lap and Jenkins lost a full lap getting it back on. A surprised beginner, Kelly Maine inherited the lead and the win. Ah, the fortunes of war!

The 250cc race was almost boring if you only watched the leader. Mike Johns seemed to be riding all by himself and was so smooth you had to keep reminding yourself he was far and away the leader. While Johns was taking an easy win, he began lapping riders by lap three. Apparently this so confused the Experts that they forgot to watch the race and two Novices quietly slipped into second and third and stayed there. This class was so crowded that I don't trust my notes, even though they agree with some of the scorer's. The chief scorer begged me to remind all that these results are *very* unofficial and not to count your trophies until you receive the official results.

The heat was oppressive by 2 p.m. and no one seemed interested in signing up for the team race, scheduled for later. This brought up the Open class for the last race of the day. Open Expert Craig Adams moved smartly into first place immediately and appeared to be heading for a certain win. Ronny Gibson and Keith Brojeuich were in at second and third. I couldn't identify the fourth place rider but Eric Graves was fifth. Adams was still leading strongly on lap two and Brojeuich and Gibson had settled into a race-long scrap for second that would end with Brojeuich in command. Graves was up to fourth and obviously looking for first. By lap three, Adams had a 10 second lead but Graves was now in second and moving faster all the time. In lap four, Adams' luck ran out and his bike quit, not to be revived. Graves continued to extend his new lead for two laps and then relaxed with a comfortable 30 second margin. He even found time for a few seconds pause every other lap for a cool shower, an idea mimicked by several spectators who followed the water truck around like kids after the Good Humor wagon.

Results

ODYSSEYS: 1. Ron Brown (Ody 3); 2. Norm Francis (Ody 1); 3. Todd Carmody (Ody 1); 4. Scott Johnson (Ody 1); 5. Doug Goodenough (Ody 2).

ATC: 1. John Knujsen (ATC 3); 2. Mike Ferro (ATC 5); 3. Chris Kudelka (ATC 2).

MINIS: 1. Chris Gables (Ex); 2. Barry Crawford (Ex); 3. Marty Lehotan (Am); 4. Mike McNeal (Beg).

LIGHTWEIGHT: 1. Mark Lair (Am); 2. Michael Ward (Ex); 3. Bob Maxwell (Ex); 4. Albert St. George (Nov); 5. Jeff Dahlgren (Nov).

LIGHTWEIGHT BEG: 1. Tim Elbert; 2. Cor Schouten.

SR, JR/SR, WOMEN: 1. Vern Heth (J/S Ex); 2. Bryan Farnsworth (Sr/Ex); 3. Chuck Koistro (Sr/Am).

J/S BEG: 1. Michael Zepeda.

J/S AM: 1. Don Avderson.

J/S NOV: 1. Robert Dahlgren.

W.D./BEG: 1. Kelly Maine.

250: 1. Mike Johns (Ex); 2. Todd Macdonald (Nov); 3. Bob Carpenter (Nov).

250 BEG: 1. Harvey Bohman (Beg); 2. DeVore Fortney (Beg).

OPEN: 1. Eric Graves (Am); 2. Ronny Gibson (Ex); 3. Keith Brojeuich (Ex); 4. Ray Gibbs (Nov); 5. Paul Huffman (Am).

OPEN BEG: 1. Russell Nettleton (Beg); 2. Patrick Barnett (Beg).

Pierce posts win at SSM/KRW MX

By Terry Whytal

ORANGE, CA, JULY 26

LOP/Yamaha rider Kippy Pierce powered his bike to the winner's circle at this week's SSM race sponsored by KRW Helmets. Pierce had to overcome the strong challenges from Kawasaki of Mission Viejo rider Robert Reisinger who traded moto wins with Pierce but had to settle for the runner-up position overall after posting a second place in the final moto. Pushing Reisinger and Pierce were Husky-mounted Clark Jones and Premier Yamaha teamster Ed Arnet. Arnet struggled to hang on to second place in the first moto but pressure from the more experienced riders, Pierce and Jones, proved to be too much by race's end and Arnet dropped to fourth place in both motos and scored fourth overall for the day. Jones put on a tremendous display of berm-blasting as he searched for different lines and a way around eventual winner Pierce but Pierce's Yamaha seemed to have too great an advantage over the power of Jones' Husky and Jones had to settle for the third place money.

Scott Cavness roosted his big-bore Suzuki into the lead at the start of both Open Pro races. Cavness seemed to have the first moto tucked away nicely until the newly designed Saddleback track took its toll on the Suzuki's frame and dropped Cavness to third. Yamaha rider Bill Hagen found the track to his liking and took over the lead then backed it up with a win in the second moto. Cavness hung on to clinch the runner-up slot ahead of Steve Hutchens riding a Yamaha.

A large field of Amateur racers were on hand to compete for the many helmets and accessories from the good folks at KRW and got as an extra bonus a nearly National-replica track to test their motocross skills.

Ron Heber fired both barrels with his Yamaha 465 and ran away with the top honors in the Open Intermediate class. Following Heber to the checkered flag in both motos was Maico rider Greg Painter. Painter kept the pressure on Heber and waited for a mistake that never came. Rounding out the top three was Yamaha rider Bob Casper.

The 125cc Novice class fell to Doug O'Donnell who piloted his Suzuki to a 2-1 score and the inside line to a KRW motocross helmet. Yamaha rider Mike Fedorow led the way to the checkers in the first moto but DNF the second to open the door for Joe Lundgren to slide his Yamaha into the number two position. Yamaha-mounted Nick Mathias picked up the third place honors with a 5-3 score.

Results

OPEN PRO: 1. Bill Hagen (Yam); 2. Scott Cavness (Suz); 3. Steve Hutchens (Yam).

250cc PRO: 1. Kippy Pierce (Yam); 2. Robert Reisinger (Kaw); 3. Clark Jones (Hus).

125cc PRO: 1. Chris Heisser (Hon); 2. Doug Dubach (Yam); 3. Rick Jackson (Yam).

OPEN INT: 1. Ron Heber (Yam); 2. Greg Painter (Mai); 3. Bob Casper (Yam).

250cc INT: 1. Dan Ashcraft (Hus); 2. Jim Brodie (Hon).

125cc INT: 1. Ruben Torres (Yam); 2. Vince McMahon (Yam); 3. Bob Engel (Suz).

OLD TIMERS: 1. Dale Borges (Yam); 2. Frank Borges (Yam); 3. Rick Watson (KTM).

OPEN NOV: 1. Anita Abbott (Yam); 2. Steve Casey (Yam); 3. Scott Johnson (Suz).

250cc NOV: 1. Bill Hair (Yam); 2. Todd Baush (Suz); 3. Jim Lundgren (Yam).

125cc NOV: 1. Doug O'Donnell (Suz); 2. Joe Lundgren (Yam); 3. Nick Mathias (Yam).

OPEN BEG: 1. John Dekoning (Yam); 2. Andre Buther (Yam); 3. Allen Lane (Suz).

250cc BEG: 1. John Barnes (Yam); 2. Jim Schiessler (Yam); 3. Mark Valentino (Kaw).

125cc BEG: 1. Scott Belanger (Yam); 2. Brian Ewmark (Hon); 3. Craig Hanson (Hon).

MINI BEG: 1. Mark Scott (Kaw); 2. Eric Dickenhoff (Kaw); 3. Tim Schoos (Hon).

Minis melt at DeAnza MX

By Ron Lawson

SUNNYMEAD, CA, JULY 27

An unusually sadistic sun did its best to keep the riders indoors last Sunday, but as usual the die-hard MX fans came out to De Anza Cycle Park anyway, armed with full ice chests and "so what if it's a little hot?" attitudes.

The Mini riders were the most amazing group. While their parents sat in the shade, shaking their heads in disbelief and praying for a cool breeze, the kids were out there on the track going for it as if nothing were unusual. Donnie Sigrist was the fastest Mini of the day, but he was all by himself in the Expert class and had to be content with just running away from the Novice and Beginner classes. King of the Novice class was Terry Fowler (Yam) who took both motos. His competition came from Jimmy Palmer (Yam) who took the holeshot in both rounds. Fowler managed to get around Palmer in the early laps of moto one, but Palmer held second until the very last lap when he ran into trouble and dropped back to fourth. The second round was much the same, only Palmer held onto second all the way to the end. Kevin Richey, who rode to a second place finish in round one, was third in the second moto and that was his ticket to second overall. Palmer was third while Mike Thompson and Todd Parker rounded out the top five.

The Beginner class was taken by Bobby Joe Guajardo (Yam) with two wins. Second place in moto one was a surprise, going to Allan Brehm who is much younger than anyone else in the class and can really jam on his Yamaha 60 against the 80s. Second place in the next moto went to Paul Nolan, but a 12th placing in round one gave him fourth overall while Brehm's 2-4 score gave him second over John Scarberry (Suz).

On the Pro side of the street it was Craig Gormley on the gas. He put his Yamaha far out in front of both 250cc Pro motos while Keith Williamson (Yam) overcame an early crash to take

second. The 125cc scene had Varney Holbrook (Suz) take the double win. Dave Eropkin (Suz) and Kenny Trask (Kaw) traded second and third finishings in the two motos with Trask getting the nod for the cash.

Results

PEE WEE 2: 1. Mike Michetti (Yam); 2. Jason Collier (Yam); 3. Matt Foster (Yam).
PEE WEE 3: 1. Tiffany Parker (Suz); 2. Joel Karnblum (Hon); 3. Craig Weilsin (Suz).
MINI BEG: 1. Bobby Joe Guajardo (Yam); 2. Allan Brehm (Yam); 3. John Scarberry (Suz).
MINI NOV: 1. Terry Fowler (Yam); 2. Kevin Richey (Hon); 3. Jimmy Palmer (Yam).
125 BEG: 1. Chuck Brinkley (Kaw); 2. Todd Hooper (Yam); 3. Pete Johnson (Hon).
125 INT: 1. Scott Hewatt (Hon); 2. Richard Hoffman (Suz); 3. Chip Vogel (Yam).
125 PRO: 1. Varney Holbrook (Suz); 2. Kenny Trask (Kaw); 3. Dave Eropkin (Suz).
250 BEG: 1. Butch Wirtz (Hon); 2. Kirby Weeks (Suz); 3. Mike Barron (Kaw).
250 NOV: 1. Jim Trask (Kaw); 2. Doug Noyes (Yam); 3. Kevin Cox (Mai).
250 INT: 1. Pat Weber (Suz); 2. Kelly McGuire (Yam); 3. Jim Galatioto (Suz).
250 PRO: 1. Craig Gormley (Yam); 2. Keith Williamson (Yam); 3. Mark Reha (Mai).
OPEN NOV: 1. Ross Thompson (Kaw); 2. Jeff Cramer (Yam).
OPEN INT: 1. Alan Thompson (Kaw); 2. Bruce Walker (Suz).
VETS: 1. Ron Brehm (Yam); 2. Charles Ramos (Yam); 3. William Clin (Hus).

Callier, Sutek smoke CRC night minicross

By Nanette Marie

VALENCIA, CA, JULY 25

One of the best turnouts of riders came out to Indian Dunes' minicycle track for another round of the California Racing Club's Tri-Valley Suzuki Dealers Summer Night Motocross Series, to compete for the gift certificates offered compliments of participating Suzuki dealers, and the 30% trophies offered by the club.

The biggest class of the evening was the 0-83cc Stock Beginners, so many that the riders had to be split into age groups; 9-11 years, and 12 and over. In the younger race action, Brock Sutek came out on top with a pair of moto victories, while in the over 12 bunch, it was Jim Callier grabbing both motos and the overall there.

Sutek's first moto victory was made easy by a first turn pile-up that took out the rest of the riders behind him, and in one lap he had a comfortable margin that he rode to the wire. David Chambers was the first to escape the tangle of bikes, and set off in second. John Keefer was next to get underway, and he immediately began closing ground on Chambers. In the last half of the 12-lap moto, Keefer reeled in Chambers, and slipped past for second by the time the checkers flew. Chambers held onto third ahead of Jeff Dunlap and Matt Sherrod.

Moto two saw Sutek get out front early again, but this time there was no pile-up to give him a comfortably early margin. Instead Keefer got out in second from the start and began pressuring for the lead. Sutek responded by turning the throttle to the stops, and started to pull away. Behind the leading duel, Chambers had settled himself into third, while Sherrod battled to hold off Dunlop for fourth. When the checkers came out, Sutek had the win with Keefer second, Chambers third, Sherrod still in fourth and Dunlop fifth. In the overalls, the top five positions were the same.

In the 12 and over action Ron Schmidtline grabbed the holeshot, but as the pack headed into the first turn, he back off the throttle, and Chuck Pegg stuck his Honda into the lead. Mike McNeal and Jim Callier were right at Schmidtline's heels, and the two roosted by in the first lap, Callier

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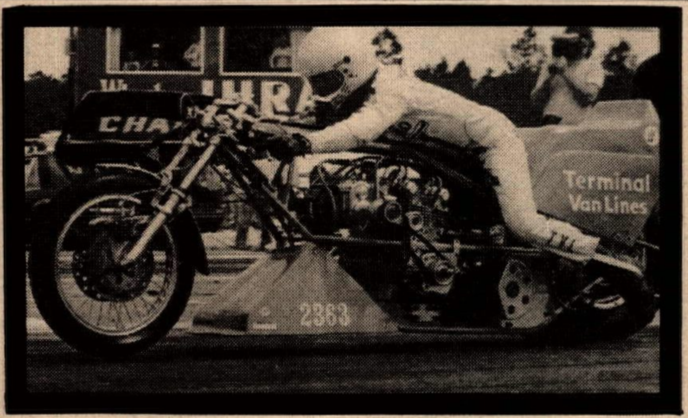

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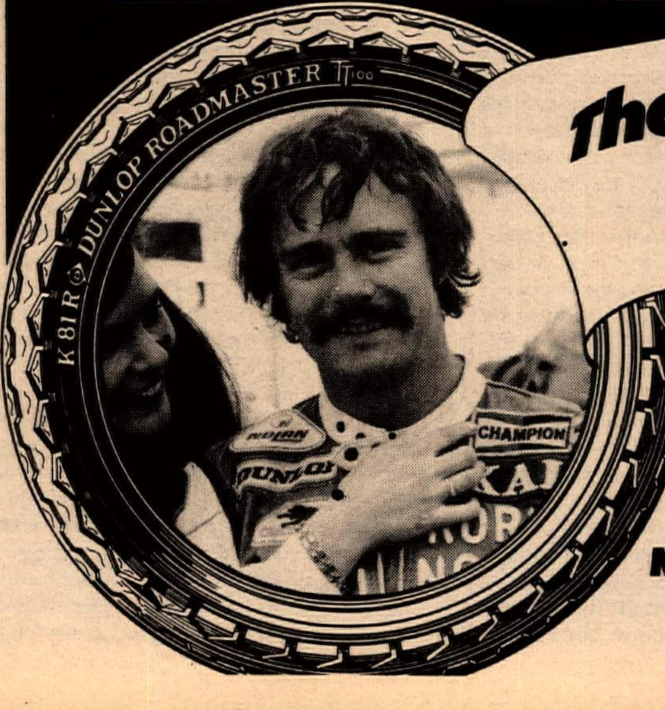

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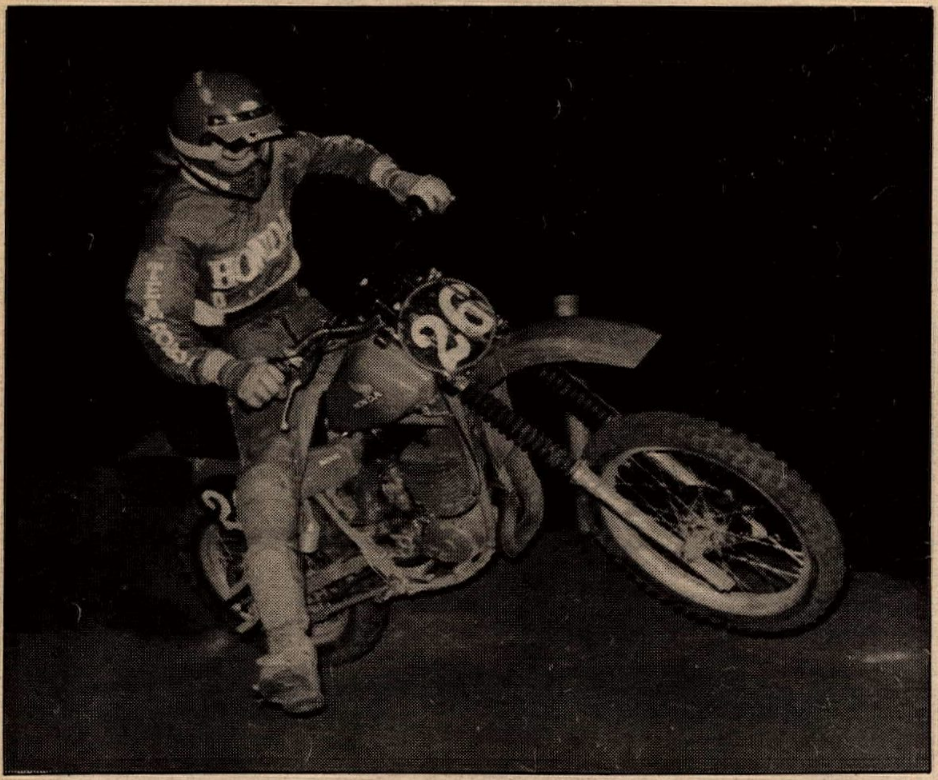

Andy Northrup bested Rex Staten in Corona's 250cc Pro clash.

taking the point ahead of Pegg as well. It took McNeal another lap to dispatch the Honda rider, and Pegg found himself back in third. Callier ran away from McNeal for a few laps, then McNeal began to chase every lap. But as soon as Callier caught sight of McNeal's Yamaha he was off again like a rocket on his mean green Kawasaki. That's the way the front duo rode the entire moto, and the way they finished. Back in third, Pegg had a battle going all the way with Schmidtline, until he fell in a sweeper when Schmidtline applied some heavy passing pressure. After Pegg's brief dismount, Schmidtline went on to take third, with Robert Clarke fourth and Pegg back up onto fifth.

Moto two saw Callier and McNeal get out ahead of the pack early, and the duo set up a carbon copy battle for first as in their previous race. Callier held the front position in command all the way, and McNeal followed in second again, which put him in second overall behind Callier when the checkers flew. Back in third, Schmidtline was in control for the first half of the moto, but Clarke came into the scene and put pressure on Schmidtline, just as Ron had done to Pegg in the moto before. And just like Pegg did earlier, Schmidtline went down in the battle and fell back into the pack. This gave Clarke an easy third, which earned him third overall ahead of Schmidtline, who wound up sixth, Eddie Tanner who went 6-4, and Pegg, who fell in the second moto as well, and took a pair of fifths.

Results

PEE WEE: 1. James Chamberlin (Itj); 2. Tony Suler (Suz); 3. Ron Densford (Itj).
83 STK NOV: 1. Toby Lawes (Yam); 2. Paul Sherrod (Kaw); 3. Troy Welty (Kaw).
83 STK BEG 12 +: 1. Jim Callier (Kaw); 2. Mike McNeal (Yam); 3. Robert Clarke (Suz).
83 STK BEG 9-11: 1. Brock Sutek (Yam); 2. John Keefer (Yam); 3. David Chambers (Yam).
60cc INT: 1. Kyle Lewis (Yam).
60cc NOV 9-11: 1. Bubba Erickson (Suz); 2. Bobby Headworth (Yam); 3. Paul Matthews (Suz).
60cc NOV 6-8: 1. Ronnie Densford (Yam); 2. Alvin Matthews (Suz); 3. Robbie Hayes (DMG).

XRsizing at Corona MX

By Ron Lawson
CORONA, CA, JULY 25

It was once again the last Friday of the month and time to dust off the old pit bike and take it to Corona Raceway for the Malcolm Smith sponsored XR-75/80 races. Since this idea got started three months ago, the XR races have grown with every event until they are no longer just a novelty, but a main attraction.

This time it was Kinny Jones who took the 15 and over age group while Gary Dent topped the younger riders. What made Jones' ride so interesting was the way he went over the new set of stadium jumps which were giving all the Pro and Intermediate riders fits. While very few of the Pro riders on big bikes were able to fly over the first two jumps, Jones made it look easy on his mini thumper. Jones took the first moto over Robert Miller and Dennis Wooldridge, but had to be satisfied with third in round two while Scott Wilkinson took the win. Wilkinson's first moto DNF put him in seventh overall and so the number two brass went to Doug Hovis with his 5-2 score.

Dent split the moto wins in his class with John Begin. The rotten start in round one went to Dent while Begin was on top and the best Dent could do by the end of the race was second. In the second race they still didn't get a chance to dice with each other because Begin DNF, giving Dent the win and Mike Otwill second overall. Top placers in both classes received all kinds of Malcolm Smith goodies.

The 250cc Pro class was a highlight for Andy Northrup (Hon) and his backers at Honda of Pomona. Yamaha's Rex Staten pulled the holeshot, but got a ltitle out of shape in the second turn, and that was all Northrup needed to jump into the lead. Staten found his way back into the top position in a couple of laps, but Northrup remained fairly close all the way. Third went to Keith Williamson (Yam).

It was in the second moto that Northrup got the holeshot while Staten was in dead last place. Staten put in an excellent ride, but the race was only six laps long and Northrup was just flat flyin'. By the last lap it was Northrup first, Staten second and Greg Zitterkopf (Mai) in third. Overall, the top three were the same.

The 250cc Intermediate class was taken by virtue of consistency on the part of Mike Knueven (C-A). The first moto was won by John Mazzacane (Kaw) and the second round went to Pat Weber (Suz). Neither rider, however, was able to do well in both motos and Knueven's pair of seconds netted him his first Intermediate win.

Results

XR 75, 15-: 1. Gary Dent (Hon); 2. Mike Otwill (Hon); 3. John Begin (Hon).
XR 75, 15+: 1. Ken Jones (Hon); 2. Doug Hovis (Hon); 3. Dennis Wooldridge (Hon).
MINI BEG: 1. Ron Williams (Yam); 2. Dan Cantley (Kaw); 3. Darrin Allier (Yam).
MINI BEG: 1. Hal Eller (Kaw); 2. Brett Guyatt (Yam); 3. Paul Fernandez (Yam).
MINI NOV: 1. Don Hovis (Yam); 2. Steve West (Suz); 3. Jerry Reyes (Kaw).
MINI INT: 1. Dan Wawrzynaik (Yam); 2. Joe Rincon (Kaw); 3. Glen Clark (Yam).
MINI EX: 1. Chris Lance (Yam); 2. Don Sigrist (Suz).
100 BEG: 1. Gary Scarlett (Yam); 2. Scott Davis (Suz); 3. Lloyd Glenore (Suz).
125 BEG: 1. Jeff Sherrill (Yam); 2. Brian Buoye (Suz); 3. Len Barba (Yam).
125 BEG: 1. Bruce Harcrew (Suz); 2. Jerry Forde (Yam); 3. Gilbir Maloada (Yam).
125 BEG: 1. Gary Thompson (Yam); 2. Bob Hooper (Suz); 3. Scott Yenzer (Hon).
125 NOV: 1. Sean Corcoran (Suz); 2. John Begin (Suz); 3. Tony Thompson (Suz).
125 INT: 1. Bob Berney (Suz); 2. Craig Cable (Yam); 3. Tod Gibboney (Yam).
125 PRO: 1. Mike Edson (Yam); 2. Varney Holbrook (Suz); 3. Ryan Eide (Suz).
250 BEG: 1. Geoff Gunter (Suz); 2. Larry Shafer (Kaw); 3. Monty Burcham (Suz).
250 BEG: 1. Jeff Leighty (Yam); 2. John Ellis (Hon); 3. Rick Hahn (C-A).
250 NOV: 1. Tony Hamilton (Hon); 2. Chris Flamming (Yam); 3. Don Pellingill (Yam).
250 NOV: 1. Dennis Parton (Yam); 2. Al King (Yam); 3. Rick Vanderham (Yam).
250 INT: 1. Mike Knueven (C-A); 2. Tim Hamner (Yam); 3. Ken Campbell (C-A).
250 PRO: 1. Andy Northrup (Hon); 2. Rex Staten (Yam); 3. Greg Zitterkopf (Mai).
OPEN BEG: 1. Gary Schwarzenbach (Mai); 2. Jim Carter (Yam); 3. Ron Gray (Yam).
OPEN NOV: 1. Rick Stupin (Yam); 2. James Lorimer (Yam); 3. Bruce Beatly (Mai).

Nolin, Norman nab Speedway 117 MX

By Rod Eschenburg
CHULA VISTA, CA, JULY 23

Lucky Yamaha rider Randy Norman was the only 500cc Pro at Speedway 117, but he pulled the upset of the year with a 65 foot leap off the KPRI Competition Hill to break the three-week-old record of 64'8" set by Rick Johnson. In addition to qualifying for the season-ending "Jump Off," Norman picked up $75 in contingency awards from Town and Country Kawasaki, Beach Cycle Center, and Richard Law, "the Torco man." Norman didn't normally look that long off the big jump, but on one lap as he was lapping a slower rider in the combined Pro, Intermediate, and Junior class, he had to take a completely new line and zowee, a new distance record.

The 250cc Pros really provided the only real money racing competition as 125cc Pro rider Robbie Nolin scored a tie-breaker win over new Pro Dan Watson. Watson, who had a convincing win in the first moto after a slidedown by Bill Curran, gave the overall to Nolin in the second moto by having his own case of "fall-downitis." Don't get us wrong though, Nolin led all the way in the second moto and had a well deserved win; his first ever on the middle displacement machines.

The 250cc Intermediates provided the top action of the night with new Coca-Cola point leader Mark Seymour (Hon) taking his first win of the season in a tie-breaker over Matt Hope and Rick Kenyon. Terry Belcher, who had a convincing win in the first moto, could not get on track in the second round, and it was all Seymour and Hope from then on.

The 250cc Juniors were up to their old tricks as Honda mounted Dave Menard parlayed a 3-1 finish to the victory over favored Chuck Kecskes (Hon) who struggled to second overall after a fall in the second moto just yards short of the checkered flag. Kecskes' second moved him in on point leader Rich Mannschreck who had a disastrous 11th overall. The 125cc Juniors saw Jim Klocksieben completely dominate both motos for an easy victory over a returning Scott Bowman. Bowman squeaked out the second over Rodolfo Sevilla who was riding Scott Meyer's Yamaha in place of his usual Town and Country Kawasaki. Sevilla's third moved him into second in the Coke 125cc Junior standings as teammate David Crowson once again had trouble in the second moto and had a DNF.

Results

500cc PRO: 1. Randy Norman (Yam).
250cc PRO: 1. Robbie Nolin (Yam); 2. Dan Watson (Yam); 3. Bill Curran (Yam).
125cc PRO: 1. Joaquin Picazo (Yam); 2. Tony Jones (Suz).
500cc INT: 1. Ric Mahlmeister (Yam); 2. John Lusignan (Yam).
250cc INT: 1. Mark Seymour (Hon); 2. Matt Hope (Yam); 3. Rick Kenyon (Yam).
125cc INT: 1. Kurt Fryling (Yam); 2. Tom Hanley (Yam).
500cc JR: 1. Matt Wheeler (Yam); 2. Terry Bradfield (Yam); 3. Tom DiDomenico (Suz).
250cc JR: 1. Dave Menard (Hon); 2. Chuck Kecskes (Hon); 3. Steve Bolger (Yam).
125cc JR: 1. Jim Klocksieben (Suz); 2. Scott Bowman (Suz); 3. Rodolfo Sevilla (Yam).
MINI INT: 1. Frank Brundage (Suz); 2. John Conney (Yam).
MINI JR: 1. Mitch Palmer (Suz); 2. Kevin Nolan (Kaw); 3. Scott Shirley (Yam).
PEE WEE: 1. Jamie Conney (Suz); 2. Eddie Gaumond (Suz); 3. Norman Gaumond (Suz).
ATC CLASSES
110cc STOCK: 1. Jim Blatnik; 2. Joe Perry; 3. Dale Faustino.
91cc-112cc MOD: 1. Tom Gaian; 2. Gary Hutchinson; 3. Corki Moore.
113cc-132cc MOD: 1. Todd Tieney; 2. Davis Mueller; 3. Bob Gilliam.
OPEN: 1. Perry Thompson; 2. Tim Hoy; 3. Duce Stewart.
OPEN M/C ENGINES: 1. Mario Cioe (Yam); 2. Mark White (Yam).

O'Mara, Turner, Lawrence top CRC IRC Series opener

By Nanette Marie
VALENCIA, CA, JULY 20

The California Racing Club kicked off another three-race series Sunday with the first race of the IRC Tri-Race Series, in which the Professionals got a shot at a $1500 cash purse, with paybacks by moto and overall, and the Sportsmen were offered $1000 in gift certificates to Canoga Park Suzuki, along with the usual trophies.

The very first race of the morning put all of the 250cc Pros on the gate, and as the pack headed into the first turn, Jimmy Holley and Suzuki's Ron Turner were trading elbows in the fight for the lead. Turner got hold of it but Holley, aboard a Kolbe Can-Am, took over on the very next lap. Holley could not shake Turner for the first half of the moto, and had to charge to keep the Suzuki pilot a somewhat comfortable distance behind, but what Holley hadn't counted on was LOP's Mark Lawrence coming up from a mediocre start, and flying past Turner, then setting his sights on the Kolbe Can-Am. As the moto entered the last quarter, Lawrence powered right around Holley and into the lead. From there it was all the LOP Yamaha pilot's race, and he took the checkers well ahead of Holley and Turner.

Moto two saw Turner and Holley again battling into the first turn, but Lawrence was right with them this round. At the end of the first lap, Lawrence had muscled his way in front, and left Turner charging back in second to keep ahead of Holley. As the moto progressed, Lawrence's lead stretched farther and farther, until the checkers came out to end his romp. The battle for second went the distance, however, and Turner did all he could to hold on to the runner-up slot. Holley fell a couple bikelengths short as the checkers came out, and slipped to third in the overalls.

In the Open Pros, Turner continued his fast pace. He grabbed the holeshot in their first moto, and was never touched. The entire race was spent pulling away from the nearest competition, O'Neal Distributing/International Yamaha's Mark White. White ran his runner-up slot to the wire ahead of Bill Hagen and Jimmy Holley.

The second Open Pro moto wasn't as easy for Turner, despite the fact that he led this one all the way, too. Holley took his Can-Am into second right away, and Turner found the orange rocket breathing down his back for the first half of the moto. Although Holley put the pressure on as hard as he could, Turner never faltered and rode even harder the second half of the moto. Mark White was having to work his way back through the pack after suffering a dismal start, and by moto's end had worked into third. Overall, Turner's 1-1 gave him the overall, with White second and Holley third.

In one-two-five action, Mugen's Johnny O'Mara swept another pair of motos, as he usually does out at the Dunes, but this time he got a pretty good race from DG's Chris Heisser. O'Mara grabbed the holeshot in round one and began to roost off but Heisser and Turner were fighting for second right from the first turn. Heisser took control after a few laps of dicing, and roosted around in second the remainder of the race, as Turner tallied third.

Moto two was the real thriller as O'Mara took another holeshot, but as they headed into the first turn, Heisser almost slipped by in the sandy corner. From there it was a two-rider race, and Heisser was on O'Mara harder than any 125cc Pro at the Dunes in a long while. O'Mara tried to pull away early, couldn't shake the DG Honda, but towards the middle of the moto, Heisser dropped back to about 10 seconds behind. This deficit held steady until the last five laps of the race, when Heisser began a berzerk charge to take over the lead. Heisser picked up eight seconds on O'Mara in three laps, and in the last two had O'Mara in his sights, but couldn't get the stops pulled out far enough, and fell just short at the finish. O'Mara grabbed the win and overall, with Heisser second both ways, and Turner third. •

Results

250 PRO: 1. Mark Lawrence (Yam); 2. Ron Turner (Suz); 3. Jim Holley (C-A).
JR CYCLE NOV: 1. Steven Kotajarvi (Yam); 2. Jason McFarland (Suz); 3. Age Brown (Suz).
JR CYCLE INT: 1. Chris Lara (Suz).
MINI BEG: 1. Jimmy Cardenas (Yam); 2. Larry Black (Kaw); 3. Jeff Orozco (Kaw).
MINI NOV: 1. Michael Knapp (Yam); 2. Richard Fleming (Yam); 3. Don Feely (Yam).
MINI INT: 1. Alan Lippie (Yam); 2. Bob Simons (Yam); 3. Eddie Hicks (Yam).
MINI EX: 1. Robert Laughlin (Yam); 2. Ty Maddox (Yam); 3. Steve Van Duzen (Yam).
250 INT: 1. Randy Johnson (Yam); 2. John Biffle (Hon); 3. Greg Taylor (Yam).
250 NOV: 1. Craig Stanton (Yam); 2. Randy Tittlemier (Suz); 3. David Thayer (Yam).
OPEN BEG: 1. Dave Welty (Suz); 2. Chuck Cook (Yam); 3. Joe Stalker (Suz).
250 BEG: 1. Steve Mandic (Kaw); 2. Corbin Lambert (Hon); 3. Allen Padilla (Kaw).
125 PRO: 1. Johnny O'Mara (Mug); 2. Chris Heisser (Hon); 3. Ron Turner (Suz).
125 INT: 1. Gary Reidenbach (Yam); 2. Bruce Maynor (Hon); 3. Doug Gentry (Yam).
125 NOV: 1. Roy Farr (Yam); 2. Randy Lippie (Yam); 3. Jim Pullar (Suz).
125 BEG: 1. Bobby Jones (Hon); 2. Dave Moore (Yam); 3. Kevin Haile (Yam).
100 BEG: 1. Melinda Smith (Yam).
100 NOV: 1. Eric Silgero (Suz); 2. Jerry Anker (Yam); 3. Ted Stuebher (Yam).
100 INT: 1. Robert Laughlin (Yam); 2. Rick Houghtaling (Suz); 3. Kirk Williams (Yam).
100 EX: 1. Perry Cendro (Suz).
CRC VETS: 1. Gary Willison (Mai); 2. Bob Crosta (KTM); 3. Soni Mount (Yam).
CRC VETS JR: 1. Chuck Sicklee (Yam); 2. Dale Brockett (Suz); 3. Bob Alloy (Yam).
CRC VETS INT: 1. Bob Dunham (Yam); 2. Tim Cash (KTM); 3. R.A. "Buzz" Moeller (Hus).
OPEN PRO: 1. Ron Turner (Suz); 2. Mark White (Yam); 3. Jim Holley (C-A).
OPEN INT: 1. Don Hoover (Yam); 2. Tim Edmonson (Yam); 3. Mark Glasmeler (Yam).
OPEN NOV: 1. Pryor Bonner (Kaw); 2. Mitch Ikemoto (Suz); 3. Jerry Lowell (Yam).

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NORTHERN DATELINE

Ron Turner, leading Dan Turner (no relation), scored in all three Pro classes in the Huron round of the CMC Bosch series.

125cc Pro winner Johnny O'Mara flew away with both motos.

Ron Turner goes 1, 2, 3 at CMC Bosch round two

By Greg "Nuclear" Neukam

HURON, CA, AUG. 3

The second round of the CMC Pacific Championship Series moved to Huron Cycle Park for today's race. Huron is located approximately 50 miles southwest of Fresno off of I-5 near beautiful downtown Tractor. In other words, it's pretty close to the proverbial place commonly called "nowhere."

Little Ricky Ryan on a Yamaha pulled the holeshot in moto one of the 125cc Pros. Mugen's Johnny O'Mara, still psyched from his 125cc USGP win one week ago, was in second but around Ryan in no time and pulling away. Suzuki's Ron Turner was at midpack and flying up.

"Johnny O," once out front, stayed there uncontested to the finish. Chip Chapman, a local boy from Fresno, gassed his Honda into second and held position to the end also.

Team Cycle Works Yamaha pilot Mike Tripes worked up from a midpack start into third only to have his transmission blow in the turn before the checkered. Disappointing!

Ryan took third with Turner and Yamaha-mounted Steve Schmitz rounding out the top five.

Suzuki's Bob Elliott was in front of moto two, but "Johnny O" was around and gone by turn four. "Radical" Ron was again mid-pack but cutting through it real fast. By now, he could probably turn laps with his helmet on backwards.

Chapman worked up to third from about a sixth-place start.

O'Mara put 18 seconds on Elliott by the halfway point and held pace to the finish to easily nab the overall.

Chapman was second overall with a fourth place finish in this moto and his first moto second. "Radical" Ron had a third for third overall. Honda rider Gary Denton combined two sixths for fourth overall.

Though second in this moto, Elliott's first moto DNF put him out of the top overall finishers.

The 250cc Pro race was packed with the "big buck, high horsepower racer" as the announcer put it. Local hotshot Tim Worth pulled the holeshot on his Honda with Suzuki riders Jim Ellis and Brian Wargo and Yamaha-mounted Tim Theodore following. Yamaha's Rex Staten, Turner, Larry Wosick, Race Ready Honda rider Jeff Jennings and Billy Grossi on a Husky were all settled back in the pack a ways.

Dan "DT" Turner on the William Harrison Construction Maico rode in the next-to-last spot.

Worth and Ellis started pulling a lead as Ron Turner rode in fourth behind Wargo. Grossi and "DT" began picking their way through the pack.

"Radical" Ron moved into third as Ellis started pressuring Worth. He passed Worth and started pulling a lead as Ron closed in on Worth to do the same.

Ron zapped Worth and started cutting Ellis' lead down immediately.

Grossi and Dan Turner were around Husky-mounted Larry Coleman at this point and closing in.

Ellis' bike started sounding a little sick as Ron Turner closed in to about five bike lengths. "Rocket" Rex was on Worth's rear fender looking for a line around the local boy.

"Radical" Ron moved into the lead and started pulling away as Staten, now in third, was after Ellis and his ailing Suzuki.

Jennings and Wosick locked into a battle for fifth and Wosick, on Rick Ryan's practice Yamaha, soon had it and took off after Ellis in fourth.

Ron Turner won with Staten flying in second. Wosick moved up to third with Grossi gassing his Husky all the way to fourth in front of Jennings. Dan Turner finished a remarkable sixth, not too far from Jennings.

In the most exciting moto of the day, "Radical" Ron holeshot the second 250cc Pro round with Yamaha rider Craig Wessel and Ellis close behind, but not for long!

Turner just started pulling away as Ellis, with his bike seemingly running primo this moto, passed Wessel.

Mike Shoemaker bit it in the first turn and Wosick hit him and retired for unknown reasons.

Dan Turner, Grossi and others were all held up in the traffic jam resulting from everyone trying to get around them.

Dan put on the ride of the day, moving from another next-to-last start through the pack for third place in the moto. He seemed to have regained his lost confidence due to his shoulder injury because he was passing riders inside, outside and on jumps.

"Radical" Ron put five seconds on Ellis in the first lap and they both were the same amount on Brett Criss in third.

Grossi looked a little tired and his concentration suffered as he jumped a few berms, but was still fast and aggressive.

Ellis' bike started seizing once again and after a few laps, Moto-X Fox Yamaha ace Pete Wanket was by.

Criss crashed and everyone up to Danny passed him before he remounted.

"DT" gassed it past Jennings with Grossi two spots back. As Dan was passing riders, the Can-Am of Juan Benavidez went down and took Staten out. Strangely enough, Juan gave Rex a push to get him going before he picked his own bike up.

"DT" soon passed all riders up to and around Jennings.

Ron Turner, Wanket, Dan Turner, Jennings, Tripes and Grossi were the first to flash by the checkered flag.

"Rocket" Rex flew out in front of Ron Turner at the start of the first Open Pro moto. Racing all three classes for at least an Iron Man distinction, Ron slipped around Staten quickly as Brian Jodry had his Suzuki in third. "DT" was dead last in turn one, but used a few tricks to motor into fourth.

It seems that someone forgot to turn the pump on for the hydraulic starting gate and it turned into a rather confusing start.

"Radical" Ron immediately pulled a big lead on Staten as "DT" passed Jodry and moved in on Staten's rear fender.

Ron stayed in front as Rex and Danny pulled away from the rest of the pack. Dan followed a few more laps, but the fast pace and dusty roosts were too much to take a chance at killing himself just to improve his finish spot by one, as the other Turner had pretty well wrapped things up. So, Dan held position with a comfortable lead over Alan Smith's Husky which was now in fourth ahead of Jodry. Jodry fell off the pace slightly since his seat came unbolted and he had to hold it on with his knees when he stood up.

At the checkered it was Ron, Rex and Dan followed by Smith and Jodry.

It looked like Dan Turner was finally going to get a good start in moto two, but as he led into turn one, his bike refused to hit third.

Rory Holladay on his Rocket Rex Enterprises Husky grabbed the lead with Ron and Rex close behind.

"DT" put on another fantastic race by moving from next to last (why such consistency?) to second in a matter of a few laps.

"Radical" Ron took over first quickly with Staten behind him. Smith dialed in third, but Dan was soon around. Ron started fading, feeling the effects of five previous 30-minute motos. He still had enough poop to hold third to the finish as Staten and "DT" put on an exciting show.

After closing in on Staten and trying a few times to dial him, "DT" finally settled for second in the moto, third overall. Staten's 2-1 gave him the win.

A very tired and impressive Ron Turner still picked up second overall to go with a second in the 125s and a win in the 250cc class.

Results

MINI JR STOCK: 1. T. Vohland (Yam); 2. S. Quinn (Suz); 3. M. Thompson (Kaw).

MINI JR MOD: 1. T. Vohland (Yam); 2. M. Thompson (Kaw).

MINI INT STOCK: 1. K. Snyder (Yam).

MINI INT MOD: 1. K. Snider (Yam); 2. E. Cavaliere (Yam).

MINI EX STOCK: 1. T. Vohland (Yam).

MINI EX MOD: 1. T. Vohland (Yam).

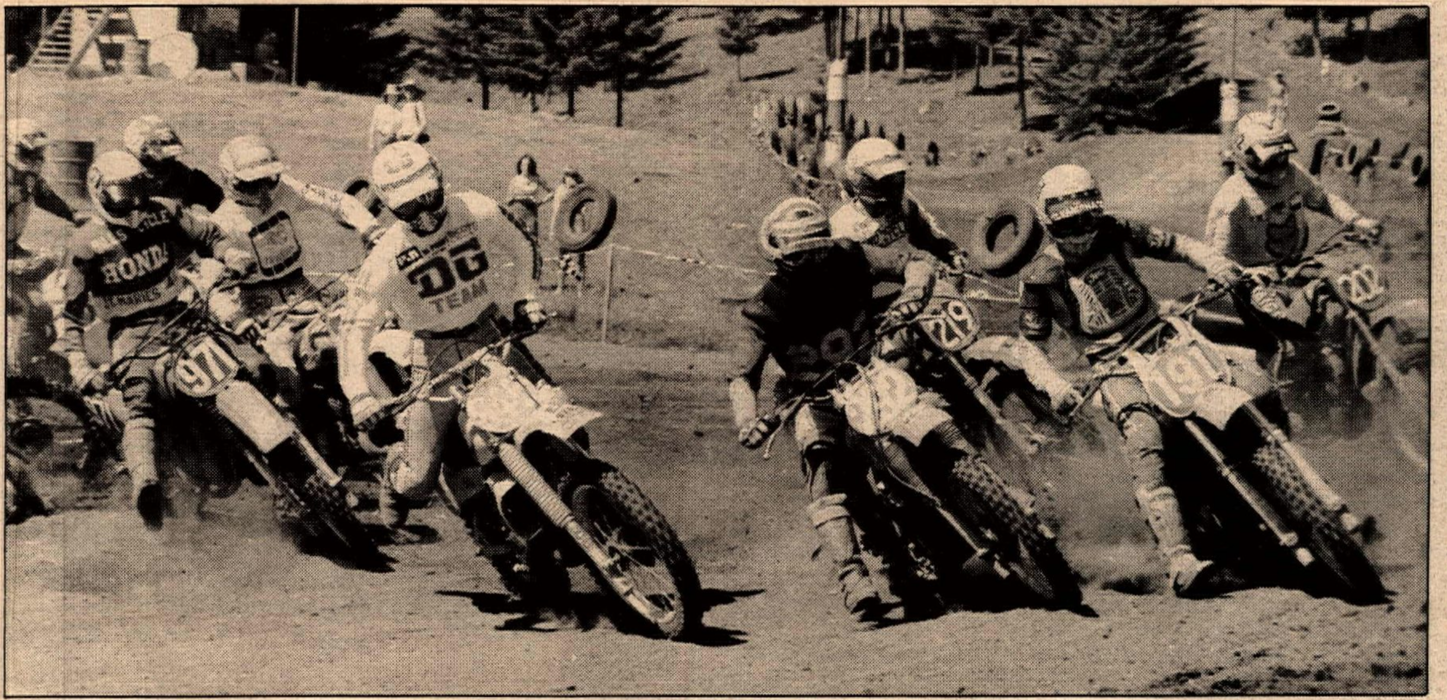
JR CYCLE JR: 1. T. Prichard (Yam); 2. M. Pascarella (Yam).

100cc JR: 1. F. Szazy (Suz); 2. R. Carlisle (Suz); 3. R. Woods (Yam).

100cc INT: 1. P. Dolan (Suz); 2. D. Criswell (Suz).

125cc JR: 1. R. Quitoriano (Yam); 2. D. Carlile (Suz); 3. C. Boiteau (Hon).

250cc JR: 1. M. Guasch (Yam); 2. M. Chunn (Yam); 3. J. Cross (Yam).



Washougal 250cc Pro winner Jerome Heiberger (292) and company.

Wiley Craig wants to be an Olympic ski jumper when he grows up.

500cc JR: 1. S. Creager (Kaw); 2. M. Wheeler (Yam); 3. J. Williams (C-A).

125cc INT: 1. R. Naverra (Yam); 2. G. Bowman (Hon); 3. R. Intorf (Yam).

250cc INT: 1. L. Coleman (Hus); 2. D. Hoover (Yam); 3. G. Wilson (C-A).

500cc INT: 1. D. Hoover (Yam); 2. D. Glover (Yam); 3. D. Porto (Mai).

125cc PRO: 1. J. O'Mara (Mug); 2. C. Chapman (Hon); 3. R. Turner (Suz); 4. G. Denton (Hon); 5. S. Manning (Yam); 6. R. Ryan (Yam); 7. S. Rebuck (Suz); 8. M. Preston (Suz); 9. F. Schlegal (Suz); 10. T. Manning (Yam).

250cc PRO: 1. R. Turner (Suz); 2. P. Wanket (Yam); 3. D. Turner (Mai); 4. J. Jennings (Hon); 5. B. Grossi (Hus); 6. M. Tripes (Yam); 7. E. Arnet (Yam); 8. S. Johnson (Hon); 9. R. Staten (Yam); 10. R. Blair (Pre).

500cc PRO: 1. R. Staten (Yam); 2. R. Turner (Suz); 3. D. Turner (Mai); 4. A. Smith (Hus); 5. B. Jodry (Suz); 6. S. Walker (Yam); 7. M. Tedder (Suz); 8. R. Holladay (Rre); 9. G. Spainhower (Mai).

Larson, Heiberger, McKenna share Washougal regional MX wins

By Action Oz

WASHOUGAL, WA, JULY 27

According to one old-time motocross spectator, the only thing different from the National, held on July 6 at Washougal, and the Regional AMA Pro Qualifier was the participants. The quality of the races in each class were tops.

Phil Larson (Yam) from Bremerton, WA, on his father-built water pumper, was the class of the 125s in both motos. Even though there were some pretty impressive names on the line for the beginning of the 125cc Pro Qualifier, the attention in the pits was directed toward number 824 and his watercooled Yamaha. The whole bike looked very sanitary.

Rick Johnson (Yam) of El Cajon, CA, actually won the first moto but came in third the second, while Larson blasted to a first the second moto to take the overall and the 45 points. Larson got stuck in traffic in the first moto and couldn't quite catch Johnson before the flag came out. He took second. Eric Maki (Yam) from Hollywood, CA, took a 5-2 for the day and picked up 38 points and third overall.

Scott Burnworth (Suz), who surprised everyone at the National by leading several laps, had to settle for 3-4 and 38 points. The first local to place in the top ten was Dennis Ostriem (Suz) who is from Wapato, WA. Jeff Cropper, a local support rider for Yamaha, put together a 2-8 day for a 27-point share. Jeff continues to get faster as he gets stronger. He should do well once he's old enough to hit the circuit.

Darren Temple, from Rupert, ID, on a Yamaha had a 10-7 day and got 25 points, Mike McCormick, Yamaha support rider from Corvallis, OR, is still suffering from a damaged wrist and was fortunate to be able to use his skill to smart his way to the eighth position and 23 points. Up from Barstow, CA, was Mark Barnes (Yam) who adapted to the National course well enough for 12-9 and 21 points. The course itself was left in its National configuration.

Dan McRae (Yam) from Danville, CA, rounded out the top ten in the 125cc class with a 9-14 and 19 pointss.

The 125 class held to its tradition by cutting the fastest times of the day to beat the other two classes for quick lap times.

Jerome Heiberger (C-A), came up from San Jose, CA, to show his class, style and fast to make it a 2-1 day and garner 47 points in the 250cc race. Heiberger has been a name heard about in *Cycle News* so the locals were finally able to see for themselves why his name crops up so often. A not-so-near neighbor from Santa Rosa took second with a 3-1 day and 45 points. Dean Wiggins on his Maico looked very good and his consistency paid off on a new-to-him surface that a few weeks before told the National Pros they had another top motocross track in the U.S.

Peter Snorteland (Yam) from Newbury Park, CA, rode to a 5-4 day and the third position with 34 points. Craig Praus (Kaw) from North Bend pushed his green machine around twice for a 4-6 and 33 points. Riding to a fifth overall and a 11-2, 26 point day, was Clint Hardick on a Suzuki from Spring Valley, CA.

Bob Buffaloe (Suz) down from Graham, WA, has ridden the track before. He did well against the California menace and posted a 6-10 and 26 points for a sixth-place finish. Ernest Cabral (Suz) of Petaluma, CA, rode to a 10-7, posted 25 points and seventh overall.

Local hero Kevin Jansen, a Yamaha support rider, dialed it to take first local honors in the 250 class. He picked up an 8-11 and 23 points, finishing eighth overall. Gilbert Knotts (Yam) from Selah, WA, rode to an 11-9 day and garnered 22 points. Rounding out the top ten was Karl Landrus (Yam) from Spokane. He managed a 9-12 day and 21 points.

Nineteen Open Pros came to the line for the first Open moto. By the time what little dust there was cleared, it was Eric McKenna on his Maico who had class honors. On a Wally Brosamle-prepared track, you can see forever, and Eric took advantage of it to post a perfect 1-1 day, the only rider to do so on this beautiful Northwest day. Wally was worried that the track would not hold up because of 94 weather, but as usual, he underestimated himself as the track was again a class act in itself.

McKenna was a fast winner and left the others behind both motos. He got a perfect 50 points for his rides. Making a strong showing was Eric Eaton on another Maico. From Tacoma, WA, Eaton bermed his way to a 2-2 and a 44 share. Riding a 4-6 day and 33 points was George McNamara from San Raphael, CA. He placed third.

Fourth was David Gerig on a Husky to show 8-5 and 29 points. Fifth was Steve Williams (Yam) from Springfield, OR. Chris Washburn of Hillsboro, OR, a Yamaha support rider, rode to a 6-8 and 28 points. A respectable sixth palce was his effort for the day.

Seventh place, with a 5-9, 28 point day, was Warren Hickman from Boise, ID. Dean Wiggins (Mai) from Santa Rosa, CA, rode a 14-3 day and acquired 27 points. He was eighth overall. Clint Hardick (Suz) from Spring Valley, CA, did a 3-15 day for 26 points and ninth overall.

Phil Oveland (C-A) had to get the hard-luck-of-the-day award. On a very tired motorcycle, Phil lost a seat and a gas tank but still rounded out the top ten and a 15-4 day. He now has 24 more points in his AMA bag. Sam, his mechanic, and duct tape helped him to a fourth the second moto.

Results

125: 1. Phil Larson (Yam); 2. Rick Johnson (Yam); 3. Eric Maki (Yam); 4. Scott Burnworth (Suz); 5. Dennis Ostriem (Suz); 6. Jeff Cropper (Yam); 7. Darren Temple (Yam); 8. Mike McCormick (Yam); 9. Mark Barnes (Yam); 10. Doug McRae (Yam).

250: 1. Jerome Heiberger (C-A); 2. Dean Wiggins (Mai); 3. Peter Snorteland (Yam); 4. Craig Prause (Kaw); 5. Clint Hardick (Suz); 6. Robert Buffaloe (Suz); 7. Ernest Cabral (Suz); 8. Kevin Jansen (Yam); 9. Gilbert Knotts; 10. Karl Landrus (Yam).

OPEN: 1. Eric McKenna (Mai); 2. Eric Eaton (Mai); 3. George McNamara (Yam); 4. David Gerig (Hus); 5. Steve Williams (Yam); 6. Chris Washburn (Yam); 7. Warren Hickman (Yam); 8. Dean Wiggins (Mai); 9. Clint Hardick (Suz); 10. Phil Oveland (C-A).

125 PROGRESSIVE PRO: 1. Mike Kinnear (Yam); 2. Stacy Thornton (Kaw); 3. Robby Watilo (Yam).

250: 1. Phil Oveland (Yam); 2. Monty Mitchell (Hus); 3. John Welch (Yam).

OPEN: 1. Rowdy Blasdell (Hus); 2. James Newman (Yam); 3. Phil Prutsman (Yam).

Bloomfield: Saddleback of the North?

By Mel White

BLOOMFIELD, CA, JULY 27

Brian Myerscough and Mark Barnett practiced here at the Bloomfield track the day before the June National at Sears Point. It was just what Team Suzuki needed to dial in those 125cc watercooled single-shock Floaters that saw action for practically the first time the next day. It was deserted, dry and dusty the day the Suzuki factory riders rode here and they noted a strong similarity between the Bloomfield track and Saddleback Park in southern California.

One wonders if they would still make the comparison if they could ride Bloomfield after it was prepared for today's race. With temperatures in the 90s all week, a dust bowl would not have been a surprise, but the track had been plowed several times and watered for many days. It was in great shape!

And maybe those trick factory Suzukis had put a charm on the track for their production counterparts because local Suzuki riders crossed the finish line first in a majority of the motos today. Most of the winning Suzukis came from Cycle West in Petaluma.

Wiley Craig was aboard the winning Cycle West Suzuki in the first moto of the 125cc Amateurs. Craig Schulz, also on a Suzuki, had the holeshot with the Yamaha of Colin Macdonald second, but Wiley Craig was into the lead to stay by the third lap.

Craig had the holeshot in the second moto with Schulz second as Berkeley White (Suz) outbid Macdonald for third off the line. White soon got his bike into the lead and kept it there to finish first to Craig's second.

White rode another Cycle West Suzuki to double wins in the 250cc race. In moto one, he led wire to wire, but in the second moto he came up from a ninth-place start. Ron Grey (Yam) led around the first turn followed by Dave Stirling (Suz) and Jerry Cabral (Suz). Ken Gray (Mai) moved up from a sixth-place start to hold the lead for the first half of the race and was in second behind White at the finish. Cabral crashed back to 10th early in the moto, but made a brilliant

NORTHERN DATELINE

recovery and had his Cycle West mount into third for the checkers. Stirling was fourth.

Jerry's brother Jeff Cabral (Cycle West Suz) smoked Division II of the 125cc Novices. He took the lead in the second turn of moto one and lapped seven riders, putting five of them between himself and the second-place rider, before he was through. The entire second moto belonged to Jeff as well.

Jaime Aldeman (C/W Suz) holeshot the Minis and pulled out a long enough lead to fall and only let Todd Donaldson (Kaw) past in moto one. Aldeman followed Donaldson around for several laps but reclaimed first just as the white flag came out. Donaldson stayed in second and Paul Bigham (Kaw) was third.

The second time out, Aldeman again had the holeshot. This time John Ogata (Suz) was second off the line, Donaldson third and Steve Clements (Kaw) fourth. Aldeman bailed off early in the race and Donaldson, Clements and Ogata battled for first place. Donaldson was victorious with Clements in second at the finish line and Aldeman a respectable third.

Melissa Ross signed in as a Powder Puff and raced with the Old Timers. She hooked up the power from her 417cc's of Cycle West Suzuki in a very unfrivolous fashion and took the holeshot in the second moto. Ernie Cabral (Suz), looking a little like Melissa's twin, passed her in the second corner and Ken Kohart (Mai) and E. Stair (Mai) got by during lap one as well.

Cabral was moving toward a repeat of his first moto win until he caught a peg in a berm and bailed off over the bars. Stair took over the lead and Cabral had to settle for second.

Results

OPEN EX: 1. Steve Vickers (Hon); 2. Ross Liberty (Yam).
125 AM: 1. Wiley Craig (Suz); 2. Berkeley White (Suz).
125 NOV DIV I: 1. Lamont Fross (Kaw); 2. Larry Lengner (Hon); 3. Tony Lamperti (Hon).
125 NOV DIV II: 1. Jeff Cabral (Suz); 2. Joe Macchiarella (Hon); 3. Ron Picken (Suz).
250 AM: 1. Berkeley Whtie (Suz).
250 NOV: 1. Ken Gray (Mai); 2. Joe Macchiarella (Hon); 3. Dave Stirling (Suz).
OPEN NOV: 1. Mark Petersen (Kaw); 2. Daniel Sturgeon (Yam); 3. E. Stair (Mai).
80 NOV: 1. Todd Donaldson (Kaw); 2. Jaime Aldeman (Suz); 3. Steve Clements (Kaw).
50: 1. Ryan Gordan (Yam).
80 AM: 1. Eric Liddell (Yam); 2. Eric Sandstrom (Suz); 3. Scott Thorburn (Hon).
100 NOV: 1. Gary Thornton (Yam); 2. Andy Thatcher (Suz); 3. Robbie Dubato (Yam).
VET EX: 1. Russ Powell (KTM).
VET AM: 1. Eugene Price (Suz).
VET NOV: 1. Don Chase; 2. Leroy Francard (Mai).
OT EX: 1. Ernie Cabral (Suz).
OT AM: 1. E.T. Stair (Mai).
OT NOV: 1. Carroll Skov (Yam).
PP: 1. Melissa Ross (Suz).

Scott, Freitas, Davidson smoke Newman ST

By Marty Scott

NEWMAN, CA, JULY 26

AMA Western Regional Novice Pro point leader Bill Scott rode his S&S Racing/Nippondenso/Castrol/Simpson Racing Yama-has to the top money honors with a first in the 250cc Expert main and a second in the 500cc Expert event.

Winkie Freitas, who along with Chris Carr and Kurt Chandler are having a year-long battle for top Black Plate honors in the Mini Expert class, took both Mini Expert wins. Carr took the runner-up spot in both races on the Jorgy's of Stockton Suzukis. Chandler was third in the 80cc class on the Salinas Kawasaki KX and Aaron Hill was fourth.

In the 250cc Expert main, Mark Key and Ben Zakarian headed the pack in the first start, but after two laps the red flag came out after Kim Jorgensen, David Rosa and Karl Valdez bailed off in turn two. So starter Dennis Hill, after getting everyone back together, lined 'em up for the restart.

They were then off and away again; this time the start was reversed as Zakarian's Kawasaki led the way over Key's McGill Yamaha and Bill Scott. Scott was able to pass Key and set out for Zakarian. Now the race was on as the top Novice Pro was able to get the wheel under the top Junior Pro for the lead as they pulled away from the pack. They were set to the finish with Scott, Zakarian, David Boyles in third and Ted Davidson's Harley fourth.

In the other money class, the 500cc Expert event, it was all Ted Davidson on the Bill Campbell/Blue-Arc Distributing Yamaha as he took the win wire to wire. Davidson, who just the week before broke Alex Jorgensen's Ascot trophy dash record, pulled some kind of holeshot. Scott, despite a back row start (the result of a fall in his heat), worked his way through the pack for second, but was unable to get close enough to the Pro Expert ace. David Rosa brought his Don's Plumbing/Harry Lillie Yamaha in for third over Danny Moore's Champion Honda.

Jamie Mason took the featured Junior King of the River win on his 500cc Yamaha.

Davidson doubles at Lodi ST

By Ann Carr

LODI, CA, JULY 25

Ted Davidson, aboard a Modesto Harley-Davidson 250 and a Bill Campbell Yamaha 500, nailed both of the maxi Expert main events tonight and promptly moved into a tie for top 500cc season money with Mark Key who could not place. Ted edged a quickly-improving David Rosa riding for Don's Plumbing in the 250cc go and held off hard-charging Danny Moore in the 500cc main.

Chris Carr, aboard the Jorgy's JB Racing RM80, nailed his second main in a row over Aaron Hill and Winkie Freitas in the only other Expert competition.

Carmichael's Don Stommel celebrated his coming 24th birthday by winning the 250cc Novice romp over Bill McDonnell and then guided Steve Young's Honda to the 500cc win over "old timer" Tom Rose. Turlock's Roger Kirk edged former Mini rider Dwight Linch in the combined 125-200cc contest while Nick Jaconetti and Steve Mitchell beat out small 125 and 500cc Junior classes.

Junior 250s represented the evening's largest class and Burton Cycle ace Mike Cronk zapped the start and held off Hal Hook and Greg Gray in a close main run. Cronk and Hook both have a shot at the 250cc season high point as leader Shawn Black has turned Expert and can score no more points.

Lodi will continue Friday night short track action through August 29. This event opens the Labor Day short track series and high point honors will also be given out at that time.

Results

85-100 NOV: 1. David Shutz (Yam); 2. Kevin Ross (Yam); 3. Shad Johnson (Yam).
85 JR: 1. Mike McDonnell (Suz); 2. Troy Watts (Yam).
85 EX: 1. Chris Carr (Suz); 2. Aaron Hill (Kaw); 3. Winkie Freitas (Kaw).
125-200 NOV: 1. Roger Kirk (Suz); 2. Dwight Linch (C-A).
125 JR: 1. Nick Jaconetti (Yam).
250 NOV: 1. Don Stommel (Suz); 2. Dan McDonnell (Bul).
250 JR: 1. Mike Cronk (KTM); 2. Hal Hook (C-A); 3. Greg Gray (Yam).
250 EX: 1. Ted Davidson (H-D); 2. David Rosa (Yam); 3. Kim Jorgensen (C-A).
OPEN NOV: 1. Don Stommel (Hon); 2. Tom Rose (Hon).
500 JR: 1. Steve Mitchell (Yam).
500 EX: 1. Ted Davidson (Yam); 2. Danny Moore (Hon).
ODYSSEY STK: 1. Dave Murray; 2. Dave Gaydos.
MOD: 1. Manual King; 2. Leo King.

Preston and Wood wrap up round two at Marshall Park MX

By Mel White

MARSHALL, CA, JULY 20

Marshall Park hosted its second MX in typical Sonoma coast weather conditions, foggy and cool in the morning, clearing by mid-day with a cool afternoon breeze. Perfect MX weather. The track was considerably longer and provided better spectator viewing.

Both creek crossings had culverts under them this time which made them significantly less wet, but "dry" would still be an overstatement. They were less of a problem than the dust in some parts of the track; in fact, the entire creek section was rated the best part of the track by many riders.

Those who had been practicing their short track skills (the Sonoma County Fair hosted one for MXers the preceeding week) profited thereby in some of the bermless corners. But best of all, the motos were at least 20-minutes long, and 20 minutes in Marshall's cool coastal climate is tiring yet nonetheless exhilerating.

The 125cc Novices exploded down the starting line with Jeff Cabral (Suz) the leader, Richard Washburn (Suz) second and Bill Willis (Hon) third. Cabral ran away with the lead and was many seconds ahead by the end of the second lap, whereupon he dumped it on the brink of the uphill out of the creek and couldn't both hold it on the hill and kick it back to life until six riders had gotten ahead of him.

Willis took over the led with Jon Nauman (Hon) running a very close second. Eric Risley (Yam) clung successfully to third and Cabral was up into fourth at the fall of the checkered flag.

The second time out, Nauman was the leader all the way and earned first overall for his efforts. Cabral was second off the start, but fell again and finished in mid-pack. Willis was across the finish line in second place, thus second overall. Risley claimed third overall with 3-4 scores.

Rod Williams (Yam) led the first moto of the 125cc Amateurs wire to wire. Behind him from the start was Eric Mashbir (Hon) who stayed there to finish second. Matt Elkins (Suz) moved up from a mediocre start to take the checkered flag third.

In the second moto, Wiley Craig (Suz) flashed down the starting chute first and immediately opened out a respectable lead over his closest pursurers. For five full laps Craig held an almost comfortable lead ahead of Elkins in second with Berkeley White (Suz) pressing from third. Then Craig's front tire went flat and his bike went down. Elkins moved by to claim the lead, the win and the first overall trophy. White shadowed his every move and crossed second despite a flat rear tire of his own.

Mike Preston (Suz) got the holeshot in both motos of the 125cc Experts. In the first moto Willie Miller (Hon) passed Preston at the end of the first lap and stayed ahead for three laps before Preston reclaimed the lead. He did not give it up again.

Miller stayed in to finish second, but in the second moto he pulled off midway and DNF. Beau Magly (Yam) was on the second bike leaving the start in the second moto and he finished his ride in that position which earned him second overall.

Dave Wood (Yam) swept the number one winnings in all four 250 and Open Expert motos. Beau Magly (Yam) shot into the first turn ahead of Wood and led for half a lap in moto one of the 250s before Wood took over for good. Damon Webb (Yam) was on the move with impressively fast lap times but he fell several times, the final time injuring himself seriously enough to perhaps DNF the rest of the season. Let's hope not.

David Woodall (Mai) led at the start of the first Open Epxert moto but the story at the finish line was Wood first, Woodall second. Wood rode in front wire to wire in both second motos with Magly again second in the 250s and Woodall second in the Open bikes.

Joe Augello (Hon) had the holeshot ahead of Mike Lotten (Mai) in moto one of the 250cc Amateurs. They traded almost immediately and Lotten ran in first with Augello second until Augello's transmission would only transmit second gear and he faded back and finally out of the race. Berkeley White (Suz) moved into second, Lars Ihle (Hon) into third and Jerry Cabral (Suz) into fourth for the remainder of the moto and took the checkered flag in that order.

Lotten got off the starting line in first place in moto two and had no dealings with any other riders for the entire ride. Cabral, Ihle and White lined up behind. Except for one brief trade between Cabral and Ihle, the order remained unchanged to the finish line resulting in a three-way tie in points for second. Cabral happily carried home the second-place trophy.

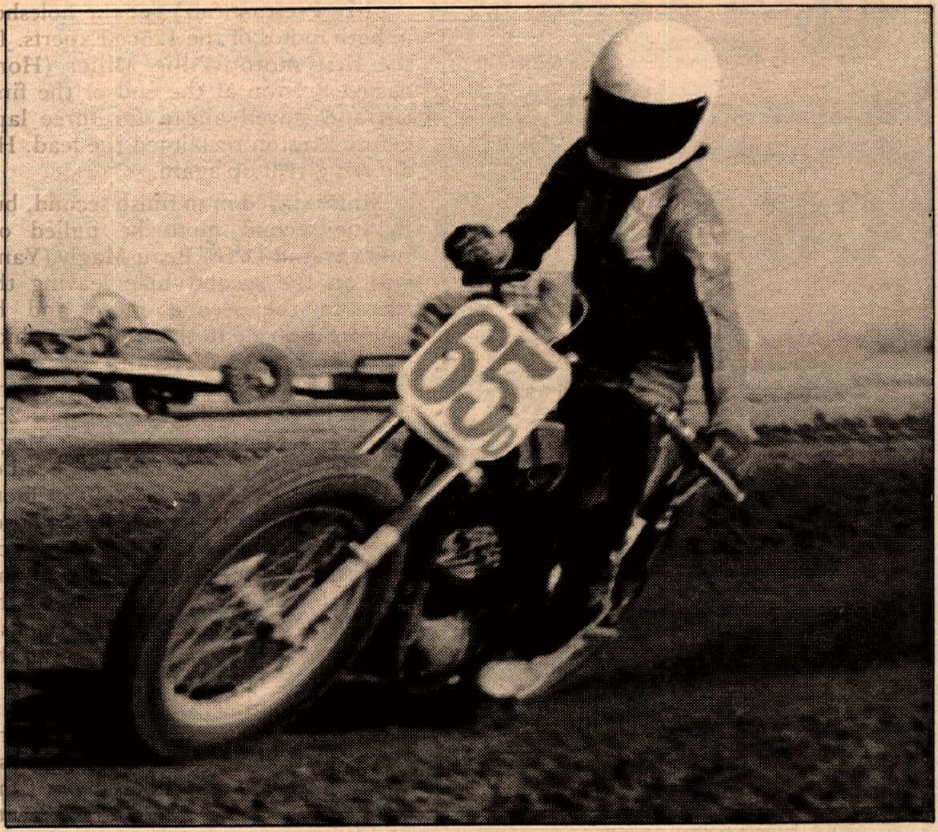
Two McClintons, Bill and Jim, dominated the first moto of the OT/Vets race. Mel Hendrix (Mai) was the original leader with Ron Davies (Mai) next, but before the first lap was complete the McClintons had first and second nailed and Ernie Cabral (Suz) was a safe bet for third. For the checkered flag, E. Stair (Hus) was into fourth and Davies was fifth.

The second time around, Bill McClinton again took first but brother Jim had to settle for third behind Davies who stayed in to claim second place. Cabral was next.

On the Novice side, Morley Baker (Yam) impressed the other Vets with his speedy ride and Norm Armstrong (Suz) kept his throttle pegged in order to stay ahead of his fellow OTs.

Results

125 EX: 1. Mike Preston (Yam); 2. Beau Magly (Yam).
125 AM: 1. Matt Elkins (Suz); 2. Eric Mashbir (Hon); 3. Richard Boiteau (Hon).
125 NOV: 1. Jon Nauman (Hon); 2. Bill Willis (Hon); 3. Eric Risley (Yam).
250 EX: 1. David Wood (Yam); 2. Beau Magly (Yam); 3. Mitch Lenz (Hon).
250 AM: 1. Mike Lotten (Mai); 2. Jerry Cabral (Suz); 3. Lars Ihle (Hon).
250 NOV: 1. Kevin Crowther (Mai); 2. Paul Swinnery (Hon); 3. Jim Jepsen (Yam).
OPEN EX: 1. David Wood (Yam); 2. David Woodall (Mai).
OPEN AM: 1. Matt Collins; 2. John Traverso (Mai).
OPEN NOV: 1. Leonard Walters (Yam); 2. Ted Puryear (Mai); 3. Roger Lindsey (Mai).
80 MINI: 1. Scott Schubert (Suz); 2. Eric Sandstrom (Suz); 3. Jaime Aldeman (Suz).
OT EX: 1. Bill McClinton (DMS).
OT AM: 1. John Korntved (Mai).
OT NOV: 1. Norm Armstrong (Suz).
VET EX: 1. Jim McClinton (Mai).
VET AM: 1. Mel Hendrix (Mai).
VET NOV: 1. Morley Baker (Yam).


Brian Yocum scored a pair of thirds at Porterville.

Top riders score at Porterville ST Qualifiers

By Bob Hill

PORTERVILLE, CA, JULY 19-20

Two hundred riders from Districts 35 and 37 converged on the Porterville Spinners track for the Short Track Qualifiers held over the weekend. With the top five riders from each class going to the Nationals, scores were added up from both days of racing. Little Jason Bell (D-37 Yam) took the 0-51cc, 6 to 8-year-old class over Kevin Ambrose (Yam). Jason Craven (Yam) took top spot in the 65cc 7 to 11 class.

Curtis Cannon (D-37 Yam) had the 80cc Expert class (12-14 Stock and Modified combined) sewed up until the fourth lap when he fell going into turn one. Mike Kirby (Yam), Steve Hill (Target Sales Yam), Blayne Hollenbeck (Summers Suzuki) and Buddy Wilson (LeRoys Moble Welding Yam) all missed him, how I still don't know. Hollenbeck got to the checkers first, Kirby about a foot behind with Hill third.

Robert Land (Billingsly Ford Yam) took the 200cc Expert war with Kelly Dennison (Dennison Painting Yam) second and Jim Taves (Yam) third. Brian Yocum (Competition Accessories Yam) got the holeshot in the 250cc Expert go and held it until they restarted the race on the second lap with three riders down in the first turn. "Flyin' Brian" got the holeshot again the second time and started to pull away. Chad Bettencourt (Birkle Yam) and Mike Garrison (Garrison Roofing Yam) had other ideas. Bettencourt got by Yocum on the fourth lap with Garrison getting by both on the white flag lap. Garrison held it with Bettencourt second and Yocum third.

Yocum came back in the 500cc Expert class with another good ride to grab third, Bettencourt getting the win and Scott Dinkins (Team Jesus Suz) taking second. Jim Keener (Keener's H-D) got a good start in the Open Expert race with Doug Garrison (Garrison Roofing Yam) following. Garrison got wide in turn one and Keener opened a good lead. Garrison would catch him in the corners and Keener would pull Garrison down the straights. This went on until the last lap when Garrison got inside to win by a wheel at the checkers. ●

Results

SATURDAY

0-51cc 6-8: 1. Jason Bell (Yam); 2. Kevin Ambrose (Yam).

0-65cc 7-11: 1. Jason Craven (Yam).

80 NOV: 1. Barry Clark (Yam); 2. Todd Alberti (Suz); 3. David Jones (Hon).

80 JR: 1. Kevin Bricker (Yam); 2. Albert Biscaglio (Yam); 3. David Hager (Yam).

80 EX STOCK 7-11: 1. Billy Eads (Yam); 2. Mike Price (Yam).

80 EX MOD 7-11: 1. Craig Howard (Yam); 2. Joe Avila (Yam); 3. Kevin Bricker (Yam).

80 EX STOCK 12-14: 1. Steve Hill (Yam); 2. Buffy Eads (Yam).

80 EX MOD 12-14: 1. Blayne Hollenbeck (Suz); 2. Mike Kirby (Hon); 3. Buddy Wilson (Yam).

100 SCHOOLBOY: 1. Craig Howard (Yam); 2. Buddy Wilson (Yam); 3. Mike Price (Yam).

100 AM: 1. Steve Hill.

125 NOV/JR:1. Billy Eads (Yam); 2. Tim Teserio (Yam); 3. Mark Wellendorf (Yam).

125 SCHOOLBOY: 1. Roger Thompson (Yam); 2. Greg Nelson (Yam); 3. Jim Livingston (Yam).

125 AM: 1. Robert Land (Yam); 2. Roger Thompson (Yam); 3. Curtis Cannon (Yam).

200 EX: 1. Robert Land (Yam); 2. Kelly Dennison (Yam); 3. Jim Taves (Yam).

200 NOV/JR: 1. Aaron Hunter (Yam); 2. Ray Linder (Yam); 3. Rod Brandy (Oss).

250 EX: 1. Mike Garrison (Yam); 2. Chad Bettencourt (Yam); 3. Brian Yocum (Yam).

500 NOV: 1. Keith Guthery (Yam); 2. Steve Allison (Yam); 3. Tim Leech (Yam).

500 JR: 1. John Hill (Yam); 2. Joe Flowers (Yam); 3. Scott Creager (Yam).

500 EX: 1. Chad Bettencourt (Yam); 2. Scott Dinkins (Suz); 3. Brian Yocum (Yam).

OPEN NOV/JR: 1. John Hill (Yam); 2. Chuck Evans (Yam); 3. Robert Dunlap (Yam).

OPEN EX: 1. Doug Garrison (Yam); 2. Jim Keener (H-D); 3. Jim Brikle (Yam).

SUNDAY

0-51cc 6-8: 1. Jason Bell (Yam); 2. Kevin Ambrose (Yam).

0-65cc 7-11: 1. Jason Craven.

80 NOV: 1. David Jones (Hon); 2. Todd Alberti (Suz); 3. Roger Patterson (Yam).

80 JR: 1. David Hager (Yam); 2. Kevin Bricker (Yam); 3. Mike Price (Yam).

80 EX STK 7-11: 1. Joe Avila (Yam); 2. Billy Eads (Yam).

80 EX 7-11: 1. Craig Howard (Yam); 2. Jason Bell (Yam); 3. Kevin Bricker (Yam).

80 EX STK 12-14: 1. Mike Kirby (Hon); 2. Steve Hill (Yam); 3. Buffy Eads (Yam).

80 EX MOD 12-14: 1. Curtis Cannon (Yam); 2. Mike Kirby (Hon); 3. Buddy Wilson (Yam).

100 SCHOOLBOY: 1. Craig Howard (Yam); 2. Buddy Wilson (Yam); 3. Steve Hill (Yam).

100 AM: 1. Steve Hill (Yam).

125 SCHOOLBOY: 1. Roger Thompson (Yam); 2. Greg Nelson (Yam); 3. Jim Livingston (Yam).

125 AM: 1. Robert Land (Yam); 2. Curtis Cannon (Yam); 3. Roger Thompson (Yam).

200 ex: 1. Jim Taves (Yam); 2. Steve Lopez (Yam); 3. Kelly Dennison (Yam).

250 EX: 1. Chad Bettencourt (Yam); 2. Scott Podergois (Yam); 3. Trampus Bettencourt (Yam).

500 NOV/JR: 1. John Hill (Yam); 2. Keith Guthery (Yam); 3. Alan Urias (Yam).

500 EX: 1. Chad Bettencourt (Yam); 2. Scott Podergois (Yam); 3. Anthony Urias (Yam).

OPEN NOV/JR: 1. John Hill (Yam); 2. Scott Andrews (Yam); 3. Chuck Evans (Yam).

OPEN EX: 1. Doug Garrison (Yam); 2. Tommy McKinney (Yam); 3. Jim Birkle (Yam).

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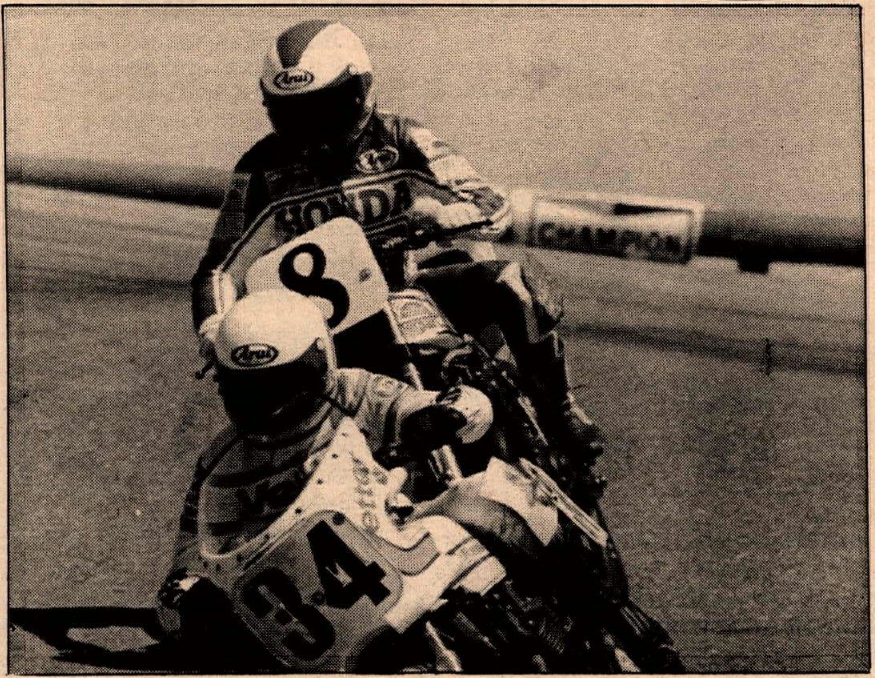

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8/16 Cedar Rapids, IA/H-M
8/17 Pocono, PA/RR
8/23-24 Indianapolis, IN/M
8/31 Topeka, KS/H-M
9/7 Syracuse, NY/M
9/14 Tulsa, OK/H-M
9/21 San Jose, CA/M
10/4 Gardena, CA/H-M

All dates & locations subject to change

1980 AMA National MX Schedule

8/24 Binghamton, NY/125-500
8/31 St. Petersburg, FL/125-500

1980 AMA Supercross Series Schedule

10/25 San Diego, CA

1980 Trans-USA Series Schedule

9/21 Lexington, OH
9/28 Buchanan, MI
10/5 New Berlin, NY
10/12 Braselton, GA
10/19 Sears Point, CA

1980 AMA National Enduro Schedule

Central Region

8/17 200 mi. Nat'l. Lansing MC Lansing, MI 517/374-8193
10/5 100 mi. Nat'l IN/IL/KY Enduro Riders Ass. Evansville, IN 812/867-2937
10/19 100 mi. Nat'l Forest City Riders Rockford, IL 815/399-9233
11/9 Tulsa Enduro Riders Assn. Tulsa, OK 918/258-2641

Eastern Region

8/24 100 mi. Nat'l Greylock Riders MC Pittsfield, MA 413/443-6369
8/31 Columbia Enduro Riders Assn. Columbus, SC 803/356-4556
10/12 150 mi. Nat'l. Enduro Riders Assn. Columbus, OH 614/272-8146

1980 NMRA Drag Race Schedule

**8/27-9/1 Indianapolis Raceway Park U.S. Nationals Indianapolis, IN
10/4-5 Atco Dragway Atco, NJ
**10/18-19 Ontario Motor Speedway NHRA World Finals Ontario, CA

*Pro Stock Bike event only
**Top Fuel Bike event only

1980 IDBA Drag Race Schedule

8/16-17 Summer Nationals Washington, DC CANCELLED
8/23-24 Raceway 42, OH
9/13-14 Lone Star Nationals Houston, TX
10/11-12 World Finals Gulfport, MS

1980 Dragbike! Race Schedule

8/30-31 Syracuse Natls. ESTA Safety Park Cicero, NY
9/6-7 Longhorn Natls. Green Valley Race City Dallas-Ft. Worth, TX
9/14 Orange County Classic Orange County Intl. Raceway E. Irvine, CA
9/27-28 Southernationals TBA
10/18-19 Okie Classic Tulsa Intl. Raceway Tulsa, OK
10/25-26 Florida State Championships Speed World Orlando, FL
11/22-23 National Finals Gainesville, FL

1980 SCORE Race Schedule

8/21-24 Off Road World Championships Riverside, CA
9/27-28 Off Road Championship Sonoma, CA
11/4-7 Baja 1000 Ensenada, BC

1980 AMA National Hillclimb Series

8/31 Chillicothe, OH
9/14 Freemansburg, PA
9/21 Jefferson, PA
10/12 Oregonia, OH

1980 AMA Regional Motocross Series

Central Region

10/5 Lake Whitney, TX Rio Bravo MX 713/482-7593
10/12 Austin, TX Rio Bravo MX 713/482-7593
10/19 Lake Whitney, TX Rio Bravo MX 713/482-7593

Eastern Region

8/17 Brownsville, PA Hi-Point Raceway 304/296-4157

Tentative 1980 AMA/NATC Observed Trials Series

8/30 Ohio
9/1 Alabama
10/4 Colorado
10/5 Texas

1980 AMA Superbike Series Schedule

8/17 Mt. Pocono, PA (Pro-Am Series)
8/24 Braselton, GA (Pro-Am Series)
10/5 Daytona Beach, FL (Pro-Am Series

1980 AMA Regional Dirt Track Series

Central Region

8/14 Pecatonica, IL/H-M
9/28 Oklahoma City, OK/H-M

Eastern Region

8/15 Hamburg, NY/H-M

World Championship Observed Trials Series

8/24 Finland
8/31 Sweden

World Championship Road Race Series

8/17 Czechoslovakia
8/24 West Germany

World Championship MX Series

125cc

8/17 Spain

250cc

8/17 Finland
8/24 Sweden

World Championship Endurance Road Race Series

8/16-17 Spa, Belgium/24 hr.
9/7 TBA/Italy
9/13-14 Bol d'Or, Paul Ricard France/24 hr.
9/23 Brands Hatch, England/1000 Km.

Other Major U.S. Events

8/17 Carlsbad, CA Women's MX Nationals
9/21-27 Wendover, UT Bonneville Speedweek
10/4-5 Zumbro Falls, MN AMA Amateur MX Natl. Final
11/1-2 Carlsbad, CA Superbikers

Other Major Events Abroad

8/16 Ireland Ulster Tourist Trophy Road Racing
9/5 Sweden World Individual Speedway Championship
9/7 France Trophee des Nations
9/14 Great Britain Motocross des Nations
9/14 West Germany Long Track World Championship
9/21 Poland Team Speedway World Championship
9/22-27 France ISDT

EVERY WEEK

Tuesday

SPEEDWAY RACES
Ventura Raceway, Ventura, CA. Hwy. 101 to California St. 1/5-mi. dirt track, AMA-sanctioned. ATC & Ody. race @ 6:30 p.m., speedway bikes @ 8. Jim Naylor 805/985-5433.

Wednesday

CMC MOTOCROSS
Ascot Park, 18300 S. Vermont Ave., Gardena, CA. Gates open 5 p.m., sign up to 6:30, prac. 6-7, race 7:30. 150% Pro p.b. CMC lic. req. Entry $10 (no gate fee for riders). Watch $4.00 Jrs. $2.50, kids $1.50. New lights, Over 30 every wk. Info 714/557-3323.

CMC MOTOCROSS
Speedway 117, Chula Vista, CA. I-5 or 805 S to jct. 117, go E 5½ mi., end of Brown Field airport. Coca Cola $7500 Stadium MX, all classes, $3000 rider insurance, free parking. Gates open 4:30 p.m., prac. 6-7, race 7:30. Entry $10, watch $4, 9-14 $2. Info 714/420-7414.

SPEEDWAY RACES
National Orange Show Fairgrounds, San Bernardino, CA S.B. Fwy. to Orange Show Rd. exit. Free parking and programs. Entry $7, mech. $5. Watch $4, 6-12 $.50. Races start 8 p.m. Info 213/446-0969.

D-36 SHORT TRACK
Fremont Raceway, Fremont, CA. Hwy. 17 to Durham Rd., go W., take 1st left, follow signs. All classes. Semi-Pro & Mini. Gates open 5 p.m., prac. 6, race 7:15. $3 watch, $8 ride. Info 415/533-4327, 408/463-0548.

Thursday

R.A.C.E. NIGHT MOTOCROSS
Orange County International Raceway, Irvine, CA. I-5 at Sand Canyon, I-405 at Irvine Center Dr. Gate opens 5 p.m., prac. 6, race 7. Entry $15 Pros, $8 non-memb., $6 RACE memb. (admission not inc.). Admission $3.50, students $2.50, children $1. 100% Pro p.b. 30% brass. Info 714/552-5511.

AMA SPEEDWAY
Ascot Park, 18300 S. Vermont Ave., Gardena, CA. $1,165 purse, ¼ mi. track, 22 events. 1st & 2nd Div. only. Sign up 5 p.m., race 8. Watch $4, 13-16 $3, 9-12 $1.50. Info 213/321-5323, 323-5055.

Friday

CALIFORNIA

R.A.C.E. MOTOCROSS
Corona Rcwy., Hwy. 91 E Buchanan, Corona, CA. Mini thru Open, 100% p.b. to Ex. 714/689-1913, 735-1705.

D-36 NIGHT ROUGH SCRAMBLES
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. Gates open 5 p.m., prac. 7, race 8. Entry $10. 80% Ex. p.b. Spect. $4. D-36 numbers & colors a must. Tom Anderson 415/798-5695, 634-3328.

SPEEDWAY RACES
Orange County Fairgrounds, Costa Mesa, CA. 8:00 p.m. Admission $4.50, Jrs. 12-15 $3, 5-11 $1. Info 714/492-9933.

SACRAMENTO NIGHT MOTO-CROSS
Sacramento Raceway, 5305 Excelsior Rd., Sacramento, CA. Gates open 5:30 p.m., sign up to 7, prac. 6-7:15, race 7:30. Nov/Int/Ex/Pro classes for 125/250/Open. Minis/PP/Vet/OT/Ody race separate, min. 8 riders. 30% same night brass, 125% Pro p.b. Entry $10, watch $4, Info 916/363-2646.

SACRAMENTO SPEEDWAY
Cal Expo Fairgrounds, Sacramento, CA. Ethan Way & Exposition Blvd., Gate 9. $1225 purse, entry $7. Race 8:15 p.m. John Houston 916/448-7557, 485-7140.

WASHINGTON

SIR NIGHT MOTOCROSS
Seattle International Raceway, Seattle, WA. All classes. BMX. Entry $8, $13 Pro. Prac. 6 p.m., race 7. 206/631-1550.

OKLAHOMA

NIGHT MOTOCROSS
Thunderbird Park, Claremore, OK. NW of Claremore All classes. For info: Leonard Smith, 700 SE 10th, Pryor OK 74361. 918/825-3049.

TEXAS

TEXAS NIGHT MOTOCROSS
Mosier Valley MX Park, Ft. Worth, TX. Gate & track changes inc. over/under bridge. Trophies thru 5th, Ex. purse $300 or 300% p.b. All classes, Ex. ride 3 motos. Gates open 5:30 p.m., prac. starts 7. Entry $8, Ex. $10, gate $4. Info 214/245-4693.

TEXAS MOTOCROSS
Rio Bravo MX Park, Houston, TX 5 mi. E on E Mount Houston Rd., off Hwy. 59 North. All classes. Trophies thru 6 places to Am, Ex. 100% p.b. Entry $8. Swimming, showers, game room, grandstands. 713/458-0090.

NIGHT MOTOCROSS
Capitol City Night MX, Austin, TX. Adjacent to Austin MX Park, Hwy. 183 N of 7th Street. Race 8 p.m. 713/482-7593.

UTAH

BONNEVILLE NIGHT MOTO-CROSS
Bonneville Raceway Park, 6555 W. 21st South, Salt Lake City, UT. 12 mi. W of town on 21st South W-bound. All classes from Pee Wee to Pro inc. Ex. class for trophies only. 100% Pro p.b., 20% trophies. Rest rooms, concessions, padded seats. Gates open 4:30 p.m., sign up to 6, race 7:30. Entry $8, Pros $10, watch $3. Bonneville MX Assn. Info 801/250-2600.

Saturday

CALIFORNIA

SADDLEBACK SATURDAY MX
Saddleback Park, Orange, CA. Gate opens 7:30 a.m., prac. 8-8:30, race 9. Pros race 40 min., others 30 min. Entry $10, Pros $15. No memb. or mail entry req. 33.33% trophies. 714/495-4771.

CENTRAL CAL SPEEDWAY
Caruthers Fairgrounds, Caruthers, CA. From N: Hwy. 99 S to 41 E to Mtn. View & frgrds. From S: Hwy. 99 N to Caruthers-Mtn. View offramp, E to end. Central Valley Speedway Club. Info 213/589-5050, 714/521-2556, 209/683-7730.

NITE DRAGS
Carlsbad Raceway, Carlsbad, CA. Motorcycles welcome. 714/727-1171.

D-36 SHORT TRACK
Cycleland Speedway, Chico, CA. 14 mi. S of Chico on Hwy. 99E & Gage-Shippee Rd. All Mini classes to 100cc; 125, 250 & 500cc Sptsmn. & Semi-Pro. High pt. trophies, handicap events. No rider insurance. Class C traction & full leathers req. Gates open 4:30 p.m., prac. 7, race 8. Entry $8, Semi-Pro $4, 2nd bike $6, watch $3. Sheila 916/534-8955.

IDAHO

IESRA SHORT TRACK
Triber's Stateline Speedway, Stateline, ID. 20 mi. E of Spokane, WA, on I-90. 50-750cc, 100% purse. 50-125s trophy only, 250s 20%, 500s 30%, Open 50%. Entry $4, Pros $6. Silencers & class C traction req. Prac. 7 p.m., race 8. Rob Simon 208/773-5890.

WASHINGTON

P.A.R.A. MOTOCROSS
Woodland, Washington, 5 mi. E of I-5 on Hwy. 503. All classes. 100% Pro p.b. Entry $8.50 Am/$12.50 Pros. Home of Gresham Toyota Pro series. For info: Action OZ, Rt. 3, Box 379 E, Gresham, OR 97030. 503/665-6707.

TEXAS

TEXAS MOTOCROSS AND SHORT TRACK
Ross Downs Speedway, 6500 Hwy. 26 (old Business 121), Colleyville, TX. Btwn. Ft. Worth & Grapevine. Micro Mini thru Open Ex. 150-300% p.b. for MX & ST Ex. Entry $6, Ex. $10. Royal Enterprises 817/498-7304.

Every Sat. & Sun.

RUN WHAT YOU BRUNG STREET RACE
Brotherhood Raceway Park, Terminal Island, CA. Btwn. San Pedro & Long Beach, entrance on Ferry St., next U.S. Customs Building. Gates open 8:00 a.m. to 6:00 p.m. Tech at 8. Admission $5 to race or watch. Kids under 12 yrs free. All policemen & firemen & their families admitted free. Brotherhood of Street Racers, Inc. 213/672-1814.

Sunday

CALIFORNIA

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. Gates open 7:00 a.m., prac. 8:00, race 9:00 a.m. 714/727-1171.

TEXAS

MOTOCROSS
Rio Bravo Motocross Park, Rio Bravo, TX. 5 mi. East on E. Mount Houston Rd., off 59 North. All classes. Trophies thru 8 places to Ams, Expert p.b. dependent on sign up. Entry $7 Am, $12 Ex. Prac. starts 7:30 a.m., race 11 a.m. Swimming pool, showers, game room. 713/458-0090.

OREGON

OPEN SPORT RIDING/FLAT TRACK/MOTOCROSS
Sunny Valley Raceway, Sunny Valley, OR. 11 mi. N from Grants Pass on I-5, exit at Sunny Valley, W on Leland Rd. Track open 10 a.m. to dark for $5. 503/479-2405; 476-8829.

August 13

R.A.C.E. FLAT TRACK
Corona Raceway, Corona, CA. Off 91 Fwy. @ Buchanan. All classes, 30% Sptsmn. trophies, $ to Pros. Entry $6, Pros $8. Alternate TT & ST. Elaine Jones 714/689-1913, 735-1705.

August 15

INDOOR MOTORCYCLE SWAP MEET
National Orange Showgrounds 693 S. E St., San Bernardino, CA. 6-11 p.m. Parts, accessories and complete bikes. Admission $3, under 12 free. R.G. Canning Enterprises. 213/558-0763.

AME NIGHT MINI MX
Indian Dunes, Valencia, CA. Post entry $8. Prac. 7:00 p.m., race 8. All classes. 30% trophies. AME lic. req. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

AME NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. Post entry only: $10 Sptsmn., $13 Pros. 30% trophies, cash p.b. to Pros. Prac. 7:00 p.m., race 8:00 p.m. AME lic. req. All classes. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

D-36 SHORT TRACK
Lodi Cycle Bowl, Lodi, CA. N of Stockton, Hwy. 99 & 8 Mi. Rd. 60-Open, Jr/Int/Ex. Class C trac., Semi-pro purse. Entry $6/bike. Prac. 6:30 p.m. Ann Carr 209/931-3722.

SAND HILL RANCH SCRAMBLES
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. 10 race series (5 scrambles on Fri. nites, 5 MX on Sat. nites) w/hi point trophies for ea. class, combining points from both Fri. & Sat. races. Entry $10, $7 2nd, $4 watch. 80% Semi-pro p.b. Gates open 5 p.m., prac. 7, race 8. Tom Anderson 415/798-5695, 634-3328.

August 16-17

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CRC

QUALIFIER SCHEDULE

AUG	17	INDIAN DUNES
	24	SADDLEBACK
	31	CARLSBAD
SEPT	7	INDIAN DUNES
	7	BARONA OAKS
	7	CARLSBAD (GRAND PRIX)
	12 (FRI)	INDIAN DUNES
	14	SADDLEBACK
	17 (WED)	SPEEDWAY 117
	21	BARONA OAKS
	21	CARLSBAD
	26 (FRI)	INDIAN DUNES
	28	SADDLEBACK
OCT	5	INDIAN DUNES (GRAND PRIX)

The number of riders that qualify at each race will be announced at the riders meeting.

Riders must Qualify to Enter.
(One race does it!)

In Conjunction With:
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FOR MORE INFORMATION
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213/830-7519

1 CRC CALIFORNIA RACING CLUB

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Aug. 31 — DeAnza Park Moto Cross
Sept. 7 — Dirt Diggers Motocross
Sept. 14 — Stump Jumpers Hare & Hound
Sept. 14 — Sunrise Cycle Moto Cross
Sept. 21 — Shamrock Hare & Hound

CRC MOTOCROSS RACE SCHEDULE

IRC

Aug. 17 — Indian Dunes
Aug. 22 — Indian Dunes
Friday Night
Aug. 24 — Saddleback
Aug. 31 — Indian Dunes

CRC Membership Required
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August 16

AMA NIGHT MOTOCROSS
Saguaro Raceway, Tucson, AZ. I-10 to Palo Verde S to Hughes Access Rd., 2½ mi. on left. All classes. Gates open 4:30 p.m., prac. 6, race 7. 30% trophies (100% to Mini Beg., & Nov.), 100% Ex. p.b. Entry $8, non-ARC memb. $10, Pros $10, gate $3, under 12 $1. Info 602/795-2238.

AME NIGHT MOTOCROSS
DOUBLE POINTS
Sprockets Park, Bakersfield, CA. All classes . ATC, 30% trophies, cas .o. to Pros. AME lic. req. P entry $10, Pros $13. Prac. .m., race 8. Free O/N camping. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

SAND HILL RANCH MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. 10 race series (5 scrambles on Fri. nites, 5 MX on Sat. nites) w/hi point trophies for ea. class, combining points from both Fri. & Sat. races. Entry $10, $7 2nd, $4 watch. 80% Semi-pro p.b. Gates open 5 p.m., prac. 7, race 8. Tom Anderson 415/798-5695, 634-3328.

HILLS FERRY SHORT TRACK
Hills Ferry Speedway, Newman, CA. Hwy. 5, take Newman exit, Hills Ferry & River Rd. ¼-mi., AMA-sanctioned, all classes, 75% purse. Entry $7.50. Lionel Nunes 408/463-0548.

August 17

CMC PACIFIC CHAMPIONSHIP MX SERIES
SADDLEBACK AMATEUR POINT SERIES
Saddleback Park, ange, CA. $3,000 pt. fund, ,000 in cash & prizes. All ses inc. Stk. & Mod. Mini lic. req., may be pur @ track. Jr/Int. entr ail, $20 post; Pros $25 , $35 post. CMC, PO Box 1402, Costa Mesa, CA 92626, 714/557-3323.

AMA MOTOCROSS
Santa Cruz County Fairgrounds, Watsonville, CA. Hecker Pass Rd. (Hwy. 152). All classes, 100% Exp. p.b. Entry $15 Exp., $8 Sptsmn., $3 gate. Sign up 6 a.m., prac. 7:30-8:30, race 9. Ridge Runners MC 408/426-3237, 475-3619.

AFM ROAD RACE
Ontario Motor Speedway, Ontario, CA. I-10 to Haven St. exit. All classes. Entry $25 first, $12 ea. additional. AFM, 4996 Argyle Dr., Buena Park, CA 90621. Harry Bresach 714/523-3892.

CMMC MINI-MX
Barona Oaks Raceway, Ramona, CA. Hwy. 67 to Lakeside, E on Mapleview, N on Ashwood, up Wildcat Canyon Rd. 11 mi. New track, O/N camping, concessions, new Beginner class. Entry $10, yearly membership $15. Sign up closes 7:30 a.m. sharp. Bob Hale 714/440-1257, Tom Hembree 561-7402.

CRC MOTOCROSS
Indian Dunes, Valencia, CA. I-5 to H-126. All classes. 2 long motos & cash for Pros. 2 motos & brass for Sptsmn. Entry $10/$15 Pros. Gates open 7:00 a.m., prac 8, race 9:30. Memb. req. 213/830-7519.

TEXAS MOTOCROSS
Mosier Valley MX Park, Ft. Worth, TX. All classes, no pit riding or late prac. $705 guaranteed Ex. purse. Prac. 8 a.m., 1st race 9, Int. & Ex. prac. 1:30 p.m. Entry $8, Ex. $10, gate $4. Info 214/245-4793.

D-36/MARYSVILLE MOTOCROSS
Riverfront Park, Marysville, CA. 40 mi. N of Sacto on Hwy. 70 to N. Beale Rd., over levee on Shad Rd. Free hats to all trophy winners except bonus trophies, AMA Prog. Pro, Blue Plate pts., med. insurance, free O/N parking, concessions, Parts-in-the-Pits. AMA & D-36 cards req., avail. @ track, no pit riding, silencers req. All classes, gates open 6:30 a.m., sign up 7, prac. 7:30, race 9. Entry $13, Pros $15 + $3, watch $4, 6-12 $1. Info 916/695-2727, 2088.

WOMEN'S MOTOCROSS NATIONALS
Carlsbad Raceway, Carlsbad, CA. SE of Oceanside, I-5 to Palomar Airport Rd., E approx. 5 mi. 250 Pro, 125/250 Am., 125 or 250 Nov., Sptsmn. or Ex. Pittootsie. P.B. to Pros, trophies all others. Entry $12, Pros $17, P-t $6. Mail entries & 2 SASE to: Vickie Miller Haag, 2167 El Dora St., Lemon Grove, CA 92045. 714/462-9395.

DEANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside CA on H-60 to Theodore off ramp. All classes. 30% same day trophies to Sptsmn. 100% trophies to Minis & Pee Wees. Entry $12 Ex., $8 Sptsmn. Non-memb. add $2. Memb. not req. Park open Tues.-Sun. for prac. Gates open 7:00 a.m., prac. 8, race. Everybody goes 2 motos. Free camping. 714/653-8068; 653-5840; 653-7979.

D-27/28 MOTOCROSS
Washougal MX Park, Washougal, WA. AMA Am. & Prog. MX. Entry $8, Prog. $13, watch $3.50, 7-11 $2. Info 503/472-2475, 620-5301.

TEXAS MOTOCROSS
Lake Conroe MX Park, Conroe, TX. Prac. 8 a.m., race 10. Entry Ex. $15/Int. $8/Nov. $8/gate fee $4. All classes 60cc-Open. Trophies or gift certificates to 8 places in Nov. class. Jerry's Conroe Suzuki, 610 Loop 336, Conroe, TX 77301. 713/756-4114; 273-2336.

LIGHTWEIGHTS SEMI-PRO ST
Saddleback Park, Orange, CA. Chapman Ave. E from Newport Fwy., S on Santiago Canyon Rd. Trophies for Nov./Am., 80% p.b. to Exp. Special classes: Beg., Seniors & Hacks and Pro. Gates open 7:30 a.m., prac. 9, sign up closes 9:30, race 10. Gate $6, entry $8, Semi-pro $15, watch $3. Lightweights M.C. 213/317-7356, 495-4771.

August 18-22

RUSS DARNELL MOTOCROSS SCHOOL
Dixon, CA. Limited enrollment, entry $125. For reservations & info, call 213/767-1854, 714/980-3212.

August 22-24

SCORE OFF-ROAD WORLD CHAMPIONSHIP
Riverside Intl. Raceway, Riverside, CA. Prac. Fri. all classes starting 7 a.m. Sat. prac. 7-10:50 a.m., race 11:30 starting w/all bike classes. Sun. prac. 9-12:10, race 12:30 starting w/Class 2 (no bikes Sun.). Super tickets $20/$18, 3-day gen. ad. $10 ($12 @ gate), 3-day pit pass $4 ($5 @ gate), Sun. gen. ad. $7 ($8 @ gate), reserved seats $6/$8. Handling charge $1. SCORE Intl., 31332 Via Colinas, Suite 103, Westlake Village, CA 91351. 213/889-9216, 714/653-1161.

August 22

SAND HILL RANCH SCRAMBLES
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. 10 race series (5 scrambles on Fri. nites, 5 MX on Sat. nites) w/hi point trophies for ea. class, combining points from both Fri. & Sat. races. Entry $10, $7 2nd, $4 watch. 80% Semi-pro p.b. Gates open 5 p.m., prac. 7, race 8. Tom Anderson 415/798-5695, 634-3328.

CRC NIGHT MINI MOTOCROSS
Indian Dunes, Valencia, CA. All classes, 30% trophies. Entry $9. Prac. 7 p.m., race 8. CRC memb. req. Info 213/830-7519.

CRC NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. International track. All classes, CRC memb. req. Entry $9, Pros $13. Prac. 7 p.m., race 8. Info 213/830-7519.

D-36 SHORT TRACK
Lodi Cycle Bowl, Lodi, CA. N of Stockton, Hwy. 99 & 8 Mi. Rd. 60-Open, Jr/Int/Ex. Class C trac., Semi-pro purse. Entry $6/bike. Prac. 6:30 p.m. Ann Carr 209/931-3722.

August 23

SAND HILL RANCH MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. 10 race series (5 scrambles on Fri. nites, 5 MX on Sat. nites) w/hi point trophies for ea. class, combining points from both Fri. & Sat. races. Entry $10, $7 2nd, $4 watch. 80% Semi-pro p.b. Gates open 5 p.m., prac. 7, race 8. Tom Anderson 415/798-5695, 634-3328.

TEXAS NIGHT MOTOCROSS
Lake Conroe MX Park, Conroe. TX. Sign in 4:00 p.m., race 7:00 p.m. Entry, Ex. $15/Int. $8/Nov. $8/gate fee $4. All classes 60cc-Open. Trophies or gift certificates to 8 places in Nov. classes. For info: Jerry's Conroe Suzuki, 610 Loop 336, Conroe, TX 77301. 713/756-4114; 273-2336.

HILLS FERRY SHORT TRACK
Hills Ferry Speedway, Newman, CA. Hwy. 5, take Newman exit, Hills Ferry & River Rd. ¼-mi., AMA-sanctioned, all classes, 75% purse. Entry $7.50. Lionel Nunes 408/463-0548.

August 24

PITS GRANITE MOGUL TRIAL
Donner Ski Ranch, Norden, CA. All classes. Riders mtg. 10 a.m. Steve 916/758-3499.

D-36 MOTOCROSS
Prairie City OHV Park, Sacramento, CA. Hwy. 50 E from Sacto to Prairie City Rd., S to White Rock Rd., W to entrance, S to track. 3rd Annual Natl. Motorcycle Patrol Benefit, many contingencies by NMP, promoted by D-36 on behalf of NMP. All classes inc. Women, OT, Vet, etc. 100% p.b. to Semi-pro. Entry $10, Semi-pro $15, gate $5. 1st time back on Hidden Valley track since Hangtown. Charles Schafer 209/267-0312, 916/961-1211.

AME MOTOCROSS
Spillway Park, Santa Maria, CA. U.S. 101 to Broadway exit. Mini-Open Pro + OTHG & Vets. 30% brass, 100% p.b. Entry $9 Sptsm., $12 Pros. Free O/N camping. Gene Dunne 805/937-6171.

CMC PACIFIC CHAMPIONSHIP MX SERIES
Fremont Raceway, Fremont, CA. $3,000 pt. fund, $30,000 in cash & prizes. All classes inc. Stk. & Mod. Mini; CMC lic. req., may be purchased @ track. Jr./Int. entry $15 mail, $20 post; Pros $25 mail, $35 post. Info: PO Box 1216, Pacifica, CA 94044. 415/355-4760.

ARRA ROAD RACE
Carlsbad Raceway, Carlsbad, CA. SE of Oceanside, 5 mi. E of I-5 on Palomar Airport Rd. Post entry $22, $12 add'l. Prod., Box Stk., GP & Sidecars. Info: ARRA, 220 W. Carrillo, #3, Santa Barbara, CA 93101. 805/966-5700.

AME MINI MOTOCROSS
Indian Dunes, Valencia, CA. Post entry $9. All classes. Gates open 7 am, prac. 8, race 9 am. 30% brass. AME lic. req. For info: AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

AME MOTOCROSS
Indian Dunes, Valencia, CA. All classes. Gates open 7 a.m., prac. 8, race 9. Entry Sptsmn. $10/Pros $20. 30% brass, p.b. to Pros. AME lic. req. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. All classes. Gates open 7 a.m., sign up 7-9, prac. 8-9, first race 9 a.m. Jr/Int entry $8 mail, $10 post, Pros $13 mail, $15 post. Mail entry to: CMC, P.O. Box 1402, Costa Mesa, CA 92626. 714/557-3323.

CRC MOTOCROSS
Saddleback Park, Orange, CA. All classes, 2 motos each. Cash p.b. to Pros, 30% brass to Sptsmn. Entry $10/$15 Pros. Gates open 7 a.m., prac. 8, race 9:30. CRC memb. req. 213/830-7519.

DEANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside CA on H-60 to Theodore off ramp. All classes. 30% same day trophies to Sptsmn. 100% trophies to Minis & Pee Wees. Entry $12 Ex., $8 Sptsmn. Non-memb. add $2. Memb. not req. Park open Tues-Sun. for prac. Gates open 7:00 a.m., prac. 8, race 9. Everybody goes 2 motos. Free camping. 714/653-8068; 653-5840; 653-7979.

D-27/28 MOTOCROSS
Mountain View Cycle Park, Sandy, OR. AMA Am. & Prog. MX. Entry $8, Prog. $12, watch $3.50, 7-11 $2. Info 503/668-4851.

D-36/CEREBRAL PALSY FUND BENEFIT SCRAMBLES
Salinas Rodeo Grounds, North Main St., Salinas, CA. Off Hwy. 101. Mini-Open, open trac., AMA & D-36 cards req. Entry $6. Gates open 6 a.m., prac. 7-9:30, race 10. Sponsored by Salinas Elks Lodge/Salinas Ramblers M.C. No ice chests or alcoholic bev. may be carried in. Info 408/422-3232, 424-9611.

IDAHO MOTOCROSS
Owyhee Motorcycle Club, Boise, ID. Harrison Blvd. to Bogus Basin Rd., turn on Cartwright Rd. for 3 mi. Ex./Int./Beg. classes, 6 to make a class, 90% p.b., 30% trophies. Sign up 7-9 a.m., prac. 9, race 10. Info 208/375-5956 (after 6 p.m.).

MOTOCROSS
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. N of town on Hwy. 395. All welcome, free O/N parking. 50% trophies to Mini & Vets, 30% same day Sptsmn. trophies, cash p.b. to Ex. Gates open 7 a.m., prac. 8, race 9:30. Entry $9, Ex. $15. Nick Brajevich 714/245-7339.

LAKE WHITNEY MOTOCROSS
Lake Whitney Cycle Ranch, Whitney, TX on FM 2960 off Hwy. 22 W of Whitney. $1,170 guar. purse, brass thru 8th. Split race sched. Nov 9 a.m., Int/Ex. approx. 1:30 p.m. All classes. Camping $2 per vehicle, gate $4. Am. entry $8/Ex. $10. 713/482-7593; 817/694-2901.

August 25-29

RUSS DARNELL MOTOCROSS SCHOOL
Austin, TX. Limited enrollment, entry $125. For reservations & info, call 213/767-1854, 714/980-3212.

RUSS DARNELL MOTOCROSS SCHOOL
McMinnville, OR. Limited enrollment, entry $125. For reservations & info, call 213/767-1854, 714/980-3212.

August 27

R.A.C.E. FLAT TRACK
Corona Raceway, Corona, CA. Off 91 Fwy. @ Buchanan. All classes, 30% Sptsmn. trophies, $ to Pros. Entry $5, Pros $8. Alternate TT & ST. Elaine Jones 714/689-1913, 735-1705.

CALIFORNIA SUPERBIKE SCHOOL
Riverside Raceway, Riverside, CA. Hwy. 60 E to Day St. exit, rt. to track. Ride the 2.5-mi. road course. School provides Kawasaki KZ550s & leathers, boots, helmet, gloves & high performance riding seminar. Advance scheduling req. CSS, PO Box 3743, Manhattan Beach, CA 90266. 213/484-9323.

August 29

SAND HILL RANCH SCRAMBLES
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. 10 race series (5 scrambles on Fri. nites, 5 MX on Sat. nites) w/hi point trophies for ea. class, combining points from both Fri. & Sat. races. Entry $10, $7 2nd, $4 watch. 80% Semi-pro p.b. Gates open 5 p.m., prac. 7, race 8. Tom Anderson 415/798-5695, 634-3328.

AME NIGHT MINI MX
Indian Dunes, Valencia, CA. Post entry $9. Prac. 7:00 p.m., race 8. All classes. 30% trophies. AME lic. req. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

AME NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. Post entry $10 Sprtsmn., $13 Pros. P.b. to Pros, 30% brass. Prac. 7 p.m., race 8 p.m. AME lic. req. All classes. For info: AME, P.O. Box 1421, Reseda, CA 91335. 213/881-5778.

D-36 SHORT TRACK
Lodi Cycle Bowl, Lodi, CA. N of Stockton, Hwy. 99 & 8 Mi. Rd. 60-Open, Jr/Int/Ex. Class C trac., Semi-pro purse. Entry $6/bike. Prac. 6:30 p.m. Ann Carr 209/931-3722.

August 30-31

AME AMERICAN OFF-ROAD FESTIVAL
Indian Dunes, Valencia, CA. Labor Day big bike grand prix w/$1000 Pro purse, 30% trophies. Entry $10, Pro $20. Mini GP w/30% trophies & Suzukis to be given away. Entry $10. Also BMX & ORV championships. AME, PO Box 1421, Reseda, CA 91355. 213/881-5778.

D-36 LABOR DAY MOTOCROSS
Argyll Park, Dixon, CA. 11 mi. S of town on Hwy. 113. All classes, $2000 guaranteed Pro purse. Contingencies, lamb BBQ Sat. nite, rock band Sun. nite, top Nov. or Jr. will win RM125T. Hamburger BBQ donated by Wm. Harrison Construc. 2 Sptsmn. motos Sun., 1 Mon. morn., Semi-pro ride Mon. afternoon. Gates open 6:30 a.m., sign up 7, prac. 7:30, race 8:30. Entry $20 Sptsmn. covers both days, $30 Pros. $12 post entry only, Pros $15 + $3 park fee. Info 916/678-3592.

HILLS FERRY SHORT TRACK
Hills Ferry Speedway, Newman, CA. Hwy. 5, take Newman exit, Hills Ferry & River Rd. ¼-mi., AMA-sanctioned, all classes, 75% purse. Entry $7.50. Lionel Nunes 408/463-0548.

August 30

SAND HILL RANCH MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. 10 race series (5 scrambles on Fri. nites, 5 MX on Sat. nites) w/hi point trophies for ea. class, combining points from both Fri. & Sat. races. Entry $10, $7 2nd, $4 watch. 80% Semi-pro p.b. Gates open 5 p.m., prac. 7, race 8. Tom Anderson 415/798-5695, 634-3328.

Aug. 31-Sept. 1

CMC PACIFIC CHAMPIONSHIP MX SERIES
Saddleback Park, Orange, CA. $3,000 pt. fund, $30,000 in cash & prizes. All classes inc. Stk. & Mod. Mini; CMC lic. req., may be purchased @ track. Jr/Int. entry $15 mail, $20 post; Pros $25 mail, $35 post. CMC, PO Box 1402, Costa Mesa, CA 92626. 714/557-3323.

August 31

7TH ANNUAL WESTWOOD MOTOCROSS
Westwood, CA. Between Red Bluff & Susanville on St. Rt. 36 in Lassen County. Bud Baldock Memorial, St. Jude Children's Research Hospital Benefit. Elevation 5200', lots of mud, #s on 3 plates & helmet req., spark arrestors req., entry limited to 300. All classes inc. Mini, PP, Dinosaur & rear wheel contest. Merchandise prizes, trophies, 100% p.b. to Sr. Entry $10 Mini, $15 Jr., $20 Sr., $3 admission. No camping or dogs @ track. Eddie Egyed 916/256-3232.

SID TARBETT MEMORIAL MOTOCROSS
Kanab, UT. NV, AZ, UT Tri-State Championship, MRAN pts. All classes + Over 30 & O 38. New track, nat. terrain, 5000' elevation. Minis start 6 a.m. (Mtn. Standard Time), big bikes 9:30. Free camping. Entry $10, watch $2. Sportsman Cycle 702/457-0343.

AMA HALF-MILE
South West Washington Fairgrounds, Centralia, WA. Exit 79 off I-5. 60-Open Sptsmn., 250 & Open Semi-pro. $600 min. purse. O/N camping & hook-ups @ track, covered stands. Entry $8, Semi-pro $12. Brad Mills 206/736-8423, 0113.

SRA CARLSBAD GP
Carlsbad Raceway, Carlsbad, CA. Palomar Airport Rd. off I-5. Finisher pins, 20% trophies. 0-200 & Sr. prac. 8 a.m., race in a.m. 201-Open prac. 12:30, race in p.m. Entry $12 mail, $15 post. SRA lic. req. Info 714/828-1358.

EIMA MOTOCROSS
Noise Park, Idaho Falls, ID. Broadway exit, W 15 mi., track on left side of rd. All classes, cards req. Sign up till 9 a.m., race 10. Entry $10, Ex. $15. Concessions & restrooms. Dude Randall 208/237-4227, 4438.

D-27/28 MOTOCROSS
Mulkey ORV Park, McMinnville, OR. AMA Am. & Prog. MX. Entry $8, Prog. $13, watch $3.50, 7-11 $2. Info 503/472-2475.

September 5

AME NIGHT MINI MX
Indian Dunes, Valencia, CA. Post entry $9. Prac. 7 pm, race 8 pm. All classes. 30% brass. AME lic. req. For info: AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

AME NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. Post entry only: $9 Sptsmn., $12 Pros. 30% trophies, cash p.b. to Pros. Prac. 7:00 p.m., race 8:00 p.m. AME lic. req. All classes. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

September 6

AME NIGHT MOTOCROSS
Sprockets Park, Bakersfield, CA. All classes inc. ATC, 30% trophies, cash p.b. to Pros. AME lic. req. Post entry $9, Pros $12. Prac. 7 p.m., race 8. Free O/N camping. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

September 7

D-36/MARYSVILLE MOTOCROSS
"E" St. Track, Marysville, CA. 40 mi. N of Sacto on Hwy. 70, park entrance on 1st St. between E & F St. All classes, AMA Prog. Pro, Blue Plate pts., med. insurance, free O/N parking, concessions, Parts-in-the-Pits, bonus trophies. AMA & D-36 cards req., avail. @ track, no pit riding, silencers req. Gates open 6:30 a.m., sign up 7, prac. 7:30, race 9. Entry $13, Pros $15 + $3, watch $4, 6-12 $1. Info 916/695-2727, 2088.

D-37/DE ANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside on Hwy. 60, Theodore off ramp. All classes welcome. AMA Prog. Pro & D-37 pts. Entry $13 Pro, $9 Sptsmn., $7 Pee Wee. Purse 80% up to $1200, 30% Trophies to Sptsmn., 100% to Mini & PW. No memb. req., free O/N camping. Gates open 7 a.m., race 9:30. Info 714/653-8068, 496-8779.

CMC MOTOCROSS
Saddleback Park, Orange, CA. Gate open 7:30 a.m. signup 8-9, prac. 8-9, first race 9:30 a.m. Junior & Intermediate entry $8 mail, $10 post. Pros $13 mail, $15 post. Mail entry to: CMC, PO Box 1402, Costa Mesa, CA 92626. 714/557-3323.

KMC MOTOCROSS
Kleberg County Park, Kingsville, TX. Hwy. 77, 1 mi. S of town. All classes, 50% trophies to 6th, 100% purse. Entry $8, Ex. $12. Race starts @ noon. W. Bynum 512/592-6764.

AMA HALF-MILE
South West Washington Fairgrounds, Centralia, WA. Exit 79 off I-5. 60-Open Sptsmn., 250 & Open Semi-pro. $600 min. purse. O/N camping & hook-ups @ track, covered stands. Entry $8, Semi-pro $12. Brad Mills 206/736-8423, 0113.

IDAHO MOTOCROSS
Owyhee Motorcycle Club, Boise, ID. Harrison Blvd. to Bogus Basin Rd., turn on Cartwright Rd. for 3 mi. Ex./Int./Beg. classes, 6 to make a class, 90% p.b., 30% trophies. Sign up 7-9 a.m., prac. 9, race 10. Info 208/375-5956 (after 6 p.m.).

RMTA MOUNT ROSA TRIAL
Colorado Springs, CO. All classes. RMTA, 1314 Motor City Dr., Colorado Springs, CO 80906. Info 303/473-3277 (days).

CRC MOTOCROSS
Indian Dunes, Valencia, CA. I-5 to H-126. All classes. 2 long motos & cash for Pros. 2 motos & brass for Sptsmn. Entry $10/$20 Pros. Gates open 7:00 a.m., prac. 8, race 9:30. Memb. req. 213/830-7519.

TEXAS MOTOCROSS
Mosier Valley MX Park, Ft. Worth, TX. All classes, no pit riding or late prac. $705 guaranteed Ex. purse. Prac. 8 a.m., 1st race 9, Int. & Ex. prac. 1:30 p.m. Entry $8, Ex. $10, gate $4. Info 214/245-4693.

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CRC

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CRC

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SEPTEMBER 7th, 1980

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Post Entry $20.00
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CRC GRAND PRIX RACE SCHEDULE

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Oct. 5 — Indian Dunes
Nov. 2 — Riverside
Dec. 7 — Indian Dunes

CRC Membership Required
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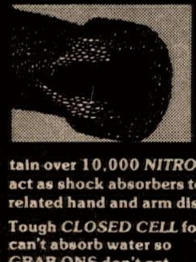

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CMMC MINI-MX
Barona Oaks Raceway, Ramona, CA. Hwy. 67 to Lakeside, E on Mapleview, N on Ashwood, up Wildcat Canyon Rd. 11 mi. New track, O/N camping, concessions, new Beginner class. Entry $10, yearly membership $15. Sign up closes 7:30 a.m. sharp. Bob Hale 714/440-1257, Tom Hembree 561-7402.

TEXAS MOTOCROSS
Lake Conroe MX Park, Conroe, TX. Prac. 8 a.m., race 10. Entry Ex. $15/Int. $8/Nov. $8/gate fee $4. All classes 60cc-Open. Trophies or gift certificates to 8 places in Nov. class. Jerry's Conroe Suzuki, 610 Loop 336, Conroe, TX 77301. 713/756-4114; 273-2336.

September 10

R.A.C.E. FLAT TRACK
Corona Raceway, Corona, CA. Off 91 Fwy. @ Buchanan. All classes, 30% Sptsmn. trophies, $ to Pros. Entry $6, Pros $8. Alternate TT & ST. Elaine Jones 714/689-1913, 735-1705.

September 12

CRC NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. International track. All classes, CRC memb. req. Entry $9, Pros $13. Prac. 7 p.m., race 8. Info 213/830-7519.

CRC NIGHT MINI MOTOCROSS
Indian Dunes, Valencia, CA. All classes, 30% trophies. Entry $9. Prac. 7 p.m., race 8. CRC memb. req. Info 213/830-7519.

September 13

TEXAS NIGHT MOTOCROSS
Lake Conroe MX Park, Conroe, TX. Sign in 4:00 p.m., race 7:00 p.m. Entry, Ex. $15/ Int. $8/Nov. $8/gate fee $4. All classes 60cc-Open. Trophies or gift certificates to 8 places in Nov. classes. For info: Jerry's Conroe Suzuki, 610 Loop 336, Conroe, TX 77301. 713/756-4114; 273-2336.

September 14

OAK HILL MOTOCROSS
Oak Hill, TX. On Mt. Zion Rd. between Decatur & Alvord. Trophies thru 8th, $500 Ex. purse, split program, free O/N camping. Entry $8, Ex. $10, gate $4. Info 817/427-4771.

AME MOTOCROSS
Indian Dunes, Valencia, CA. Post entry $9 Sptsmn., $13 Pros. Pro p.b., 30% brass. Gates open 7 a.m., prac. 8, race 9 a.m. AME lic. req. All classes. For info: AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. All classes. Gates open 7 a.m., sign up 7-9, prac. 8-9, first race 9 a.m. Jr/Int entry $8 mail, $10 post, Pros $13 mail, $15 post. Mail entry to: CMC, P.O. Box 1402, Costa Mesa, CA 92626. 714/557-3323.

AME MINICYCLE MOTOCROSS
Indian Dunes, Valencia, CA. Post entry $9. All classes. Gates open 7 a.m., prac. 8, race 9. 30% brass. AME lic. req. For info: AME, P.O. Box 1421, Reseda, CA 91335. 213/881-5778.

CRC MOTOCROSS
Saddleback Park, Orange, CA. All classes, 2 motos each. Cash p.b. to Pros, 30% brass to Sptsmn. Entry $10/$15 Pros. Gates open 7 a.m., prac. 8, race 9:30. CRC memb. req. 213/830-7519.

DEANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside CA on H-60 to Theodore off ramp. All classes. 30% same day trophies to Sptsmn. 100% trophies to Minis & Pee Wees. Entry $12 Ex., $8 Sptsmn. Non-memb. add $2. Memb. not req. Park open Tues.-Sun. for prac. Gates open 7:00 a.m., prac. 8, race 9. Everybody goes 2 motos. Free camping. 714/653-8068; 653-5840; 653-7979.

MOTOCROSS
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. N of town on Hwy. 395. All welcome, free O/N parking. 50% trophies, to Mini & Vets, 30% same day Sptsmn. trophies, cash p.b. to Ex. Gates open 7 a.m., prac. 8, race 9:30. Entry $9, Ex. $15. Nick Brajevich 714/245-7339.

September 19

AME NIGHT MINI MX
Indian Dunes, Valencia, CA. Post entry $9. Prac. 7 pm, race 8 pm. All classes. 30% brass. AME lic. req. For info: AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

AME NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. Post entry $9 Sptsmn., $12 Pros. P.b. to Pros, 30% brass. Prac. 7 p.m., race 8 p.m. AME lic. req. All classes. For info: AME, P.O. Box 1421, Reseda, CA 91335. 213/881-5778.

September 20

AME NIGHT MOTOCROSS
Sprockets Park, Bakersfield, CA. All classes inc. ATC, 30% trophies, cash p.b. to Pros. AME lic. req. Post entry $9, Pros $12. Prac. 7 p.m., race 8. Free O/N camping. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

September 21

D-36/MARYSVILLE MOTOCROSS
Riverfront Park, Marysville, CA. 40 mi. N of Sacto on Hwy. 70 to N. Beale Rd., over levee on Shad Rd. Free hats to all trophy winners except bonus trophies, AMA Prog. Pro, Blue Plate pts., med. insurance, free O/N parking, concessions, Parts-in-the-Pits. AMA & D-36 cards req., avail. @ track, no pit riding, silencers req. All classes, gates open 6:30 a.m., sign up 7, prac. 7:30, race 9. Entry $13, Pros $15 + $3, watch $4, 6-12 $1. Info 916/695-2727, 2088.

CMC MOTOCROSS
Saddleback Park, Orange, CA. Gate open 7:30 a.m. signup 8-9, prac. 8-9, first race 9:30 a.m. Junior & Intermediate entry $8 mail, $10 post. Pros $13 mail, $15 post. Mail entry to: CMC, PO Box 1402, Costa Mesa, CA 92626. 714/557-3323.

CRC MOTOCROSS
Indian Dunes, Valencia, CA. I-5 to H-126. All classes. 2 long motos & cash for Pros. 2 motos & brass for Sptsmn. Entry $10/$15 Pros. Gates open 7:00 a.m., prac. 8, race 9:30. Memb. req. 213/830-7519

Road Runs

August 22-24

VETTER RALLY
Flying W Ranch, Colorado Springs, CO. Entries limited to riders w/Vetter or Kawasaki by Vetter fairings. Entertainers, prizes (inc. a Mystery Ship) and other events. Advance reg. req. Entry $35. Vetter Rally, Inc., PO Box 654, Rantoul, IL 61866. Info 1-800/637-1134.

August 23-24

10TH ANNUAL SADDLELITES OVERNITER
County Fairgrounds, Santa Maria, CA. Lots of contests & trophies. Sat. nite dance w/live band, bar open. Pit bar-b-que, run pins. Sign in Sat. 8 a.m.-4 p.m. Entry $8.50, Jrs. $7, children $5, non-SCMA $.50 more. Saddlelites M.C., 824 W. Morrison, Santa Maria, CA 93454. 805/922-4878, 925-8261.

Aug. 29-Sept. 1

LOS AMIGOS M.C. OVERNITER
Zaca Lake, CA. On Zaca Station Rd. off Hwy. 101 N of Solvang. $7.50 entry inc. run pin, live entertainment, trophies, games, dancing. Meal ticket avail. inc. 2 BBQ steak dinners, 2 pancake breakfasts for $20/person, $10 children to 16. Swimming, fishing, horses, cabins & more avail. Los Amigos M.C., PO Box 6245, Santa Barbara, CA 93111. Reservations or info 805/688-4891 any time, 213/478-0017 weekdays.

October 25-26

9TH ANNUAL GRIFFITH PARK SIDECAR RALLY
Griffith Park, Los Angeles, CA. Open Sat. afternoon for registration. Movies Sat. nite furnished by Clyde Earl, O/N camping avail. to all reg. Sun. arrival time approx. 9 a.m. Picnic & rally, refreshments avail., drawing for prizes. Entry $5/sidecar only, guest & spectators free. Doug Bingham, PO Box 8119, Van Nuys, CA 91409. 213/780-5542.

FREE LISTING

CALENDAR

Listings must be received by noon Thursday to be included in the following week's Cycle News. No listings can be accepted by phone. Please include a phone number for additional information. Mail the completed blank to Cycle News Calendar, Box 498, Long Beach, CA 90801.

Event date ______ Event sanction ______ Event type ______

Location ______

How to get there ______

Classes ______ Purse ______ Entry fee ______

Mailing address ______

Other info ______

Your name ______ Phone number for info ______

RESULTS

Short Track
Fremont Raceway
Fremont, CA
July 9, 1980
By Bill Spencer

100 EX	
Chris Carr	Suz
Kurt Chandler	Yam
P.J. Sanchez	Yam
80 NOV	
Mike McDonnell	Suz
Joey Diaz	Kaw
80 JR	
Bodie Shepard	Kaw
Ricky Diaz	Yam
80 EX	
Kurt Chandler	Kaw
Mike Macedo	Suz-
Kelly Fisher	Yam
100-125 NOV/JR	
Larry Staggs	Yam
Jim Petit	Yam
250 NOV	
Rick Garcia	Yam
Brian Sansing	Yam
Steve Fischer	Suz
250 JR	
Vance Sherfield	Yam
Shawn Black	C-A
Ronnie Evans	Yam
250 EX	
Doug Chandler	Kaw
Danny Moore	Yam
Kim Jorgensen	C-A
360 NOV	
Rick Record	Bul
Jim Munarz	Kaw
360 JR	
Mike Ahm	Hon
Mark Exlinger	Yam
360 EX	
Steve Carrillo	Yam
Dave Boyles	Hon
Errol Longboya	Hon
500 NOV	
Marvin Lewis	Yam
Randy Holycross	BSA
500 JR	
Shawn Black	Hon
Jeff Iwanaga	Hon
Joe Flowers	Yam
500 EX	
Mark Key	Yam
Danny Moore	Hon
Doug Chandler	Yam
OPEN	
Dana Perri	Yam
Stu McDaniel	Yam

AME Motocross
Spillway Park
Santa Maria, CA
July 27, 1980
By Rosemary Rivera

ATC	
Pat Ularte	
Kenny Muse	
MINI JR	
Tim Norman	Suz
Shawn Wynne	Suz
MINI INT	
Phil Butler	Suz
100	
Chris Hawkins	Suz
125 JR	
Todd Perrow	Suz
Terry Hampton	Hon
Robbie Querfurth	Suz
125 INT	
George Galindo	Yam
Frank Villa	Hon
125 PRO	
Bill Keese	Yam
250 JR	
Frank Lowers	Suz
Dan McNulty	Mai
Mark Stonebruner	Yam
250 INT	
Dennis Stubblefield	Suz
Wally Grassle	
250 PRO	
Bill Keese	
OPEN JR	
David Grassle	Mai
Rick Golde	KTM
Chuck Dalton	Yam
OTHG JR	
Mousey Mike	Kaw
Rocket Rodney Truman	Mai
Scooter Scotty	C-A
OTHG INT	
Gassy Gary	Yam
Wailing Wally	Mai
Runny Ron	Mai
OTHG AM	
Ratchet Richard	Mai
Nasty Neal	Mai
OTHG EX	
Curly Carl	KTM

IRC/CRC Series
Final Point Standings

MINI	
1. Michael Knapp	73
2. Beto Baca	60
3. Richard Fleming	57
4. Alan Lippie	54
5. Don Feeley	41
6. Robert Laughlin	35
7. Jeff Orozco	33
Jeff Barbacovi	33
Curt Trimble	33
10. Bob Simons	30
11. David Couch	29
Larry Black	29
13. Jim Cardines	28
Eric Bellwood	28
15. Matt Drury	27
Dave Perry	27
17. Ken Clifton	25
18. Steve VanDuzen	22
Curtis Dougherty	22
20. Stagg Summers	21
Scott Sutton	21
22. Chris Fitzgerald	18
23. Kurt Strand	17
24. Eddie Hicks	16
25. Gilbert Valdez	15
26. Shayne Russell	14
27. Tom Voorhees	13
B.J. Hahn	13
29. Dale Knapp	12
30. Doug Doody	11
David Champbers	11
32. Tommy McGill	10
Ty Maddox	10
VETERANS	
1. Bob Dunham	61
2. Bob Crosta	46
George Thomas	46
4. Gary Willison	45
5. Dan Moore	42
6. Chuck Sickler	40
7. Soni Mount	27
8. Bruce Howell	24
9. Dale Brockett	21
10. Tim Cash	20
R.A. Buzz Moeller	20
12. John McManaway	18
Richard Lake	18
14. John Malinskey	17
15. Bob Denman	13
Lou Sorensen	13
17. D. Magliocchetti	11
100	
1. Jerry Anker	60
2. Rick Houghtaling	46
3. Eric Silgero	34
4. John Zirbel	22
5. Robert Laughlin	20
6. Mark Davenport	16
7. Ted Stuebner	15
8. Peter Csulak	12
9. Glenn DelaTorre	10
Melinda Smith	10
OPEN	
1. Mitch Ikemoto	48
2. Tim Edmonsen	47
3. Mark White	43
4. Mark Glasmeier	42
5. Dave Welty	40
6. Bill Hagen	38
7. Eddie Rea	32
8. Craig Robertson	26
Mike Kell	26
10. Bob Schultz	25
Dave Piasrski	25
Don Hoover	25
13. Ray Plumb	24
14. Jesse James	22
15. Tom Bice	21
16. Marc Rider	20
Rocky Hash	20
18. Joe Stalker	18
Val Tamietti	18
20. Larry Flint	17
21. Rob Rollins	16
Mike English	16
John Lundgren	16
Jerry Lowell	16
25. Chuck Cook	13
26. Jim Douglas	12
Mark Gibbs	12
28. Rusty Baron	11
29. Darby Riley	10
Jeff Witherell	10
125	
1. Joe Lundgren	83
2. Gary Reichenbach	80
M. Nikolokopulos	80
Dave Moore	80
5. Bobby Jones	79
6. Roy Farr	58
7. Bruce Maynor	54
8. Doug Mitchell	50
9. Todd Broussard	49
10. Mike Wolfe	47
11. Jim Turner	41
12. Jody Johnson	37
13. John Whelchel	36
14. Rob Engel	33
Harley Hall	33
16. Tazi Karum	32
Ross Termin	32
18. Randy Lippie	31
Darel Francis	31
20. Johnny O'Mara	29
Chris Morton	29
Marco Folchi	29
Ruben Torres	29
Mickey Dymond	29
25. Erik Kehoe	28
John Drury	28
Mike McCarley	28
Robbie James	28
29. A.J. Whiting	27
Don Myron	27
Lyle Babi	27
Chris Heisser	27
Jeff Sherrill	27
Vince McMahon	27
35. Vaun Butler	26
Kevin Haile	26
Jim Pullar	26
Doug Gentry	26
Ron Stewart	26
Brett Howell	26
Curt McCuistion	26
42. Ton Engel	23
Mike Moore	23
44. Tom Stout	22
Doug O'Donnell	22
Chris Morey	22
Jon Thomas	22
48. Roger Hensley	21
250	
1. Randy Johnson	63
2. Craig Stanton	60
3. Allen Padilla	59
Ted Ryan	59
5. Jerry Black	57
Ron Warpack	57
7. David Thayer	55
8. Todd Clark	55
9. Greg Taylor	53
10. Randy Tittlemier	45
11. Erin Buskirk	44
Jim Lundgren	44
13. Ron Stebe	39
14. Dave Harris	36
15. Kippy Pierce	34
16. John Biffle	33
17. Dan Townsend	32
18. Jose Gonzales	30
19. Robert Reisinger	29
Steve Mandic	29
Ron Baumgartner	29
Bill Olsen	29
23. Vincent Phillippi	28
24. Martin Klopman	27
Kenny Meeks	27
Corbin Lambert	27
Jack Hone	27
28. Donnie Hansen	26
Roger Hayes	26
Dave Fernandez	26
Ted Hoyt	26
Mark A. Anderson	26
33. Derek Borg	24
34. Rod Richardon	23
35. Michael Tarkington	22
Doug Jacobs	22
Kevin Brown	22
Bill Ouellette	22

Scrambles
Sand Hill Ranch
Brentwood, CA
Aug. 1, 1980
By Jeri Hopper

50	
Doug De Lay	Suz
Scott Tokaes	Yam
80 NOV	
Nick Menjares	Suz
125 NOV	
Tony Souza	Yam
Dennis Roloff	Suz
125 JR	
James Casey	Yam
250 NOV	
Shane Einevold	Yam
John Tooney	Yam
Joe Towbis	Suz
250 JR	
Rodney Smith	Yam,
OPEN NOV	
Dave Bellian	Yam
Larry Kenny	
OPEN JR	
Allen Auzenne	Yam
OPEN EX	
Paul Bostrom	Mai
OT NOV	
Cliff Miller	Hon
VET NOV	
Ike Moore	KTM
VET JR	
Doug Feilding	Hus
VET EX	
Paul Bostrom	Mai

TROPHY PICKUP

For listing in this department, please mail information with $1.00 per week that it is to run to: Cycle News Trophy Pick-up, Box 498, Long Beach, CA 90801.

The Boot With The
ENERGY ABSORBING SHIN GUARD

Available In:
MX: Black, Red, Blue $129.
Enduro: Black, Blue $129.
Trials: Brown $129.
Corsa: Black $106.
Suggested Retail
Dealers: Send for Prices & Color Brochure
Distributorships Available
COSMOPOLITAN MOTORS
Hatboro, Pa. 19040 (215) 672-9100
COSMOPOLITAN

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CALL US FOR CLOSE OUT PRICES ON '79 390's
We have one of the most complete lines of Husky parts and accessories in Northern and Central California. We ship UPS
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209-466-5872

CYCLE RIDER WAREHOUSE
August Special
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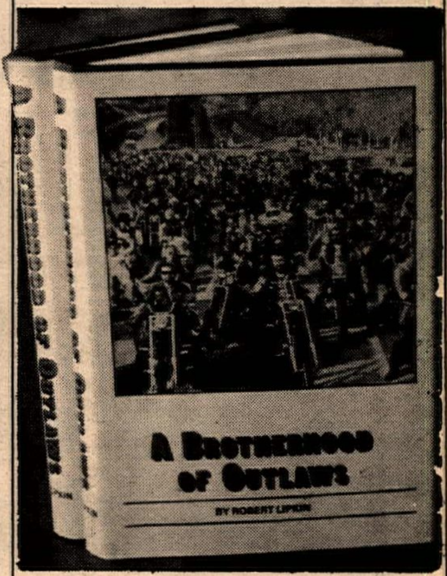
Motocross Boots
$84.95
1210 So. Main St.
Santa Ana, CA 92707
(714) 542-9566

LUFT RACING
PRODUCTS
9601 OWENSMOUTH UNIT 28
CHATSWORTH, CA 91311
(213) 341-0448

Canoga Park Suzuki
7045 Canoga Ave.
Canoga Park, CA 91306
213-884-0413
Open Daily 9 – 6 Closed Sunday

NEW!


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WANT ADS

Help Wanted

Wanted Honda mechanic
Must be experienced. 60% to you. Also need Service Manager. Bill (714) 531-0742. (26/TFN)

Parts Person Honda experience
★★★★TOP PAY★★★★
Bill (714) 531-0742. (26/TFN)

MECHANIC — EXPERIENCED in Honda m/c. Good salary & benefits. Call Earl at HONDA WEST (714) 531-0742. (7/TFN)

Service Manager & Mechanics
Honda, Suzuki, Kawasaki, Harley-Davidson, BMW and Triumph. Salary plus commissions. Pacific Coast Hwy., Lomita, CA 90717. (213) 326-3810. (30/TFN)

Mechanic Wanted
Honda or Yamaha experience only. Pay and benefits open. Call John at DICK ALLEN YAMAHA/HONDA, Newhall, CA. (805) 259-8500. (27/TFN)

Pipe builder
Experience necessary. Good pay. WHEELSMITH MOTORCYCLES (714) 751-0680. (19/TFN)

EXPERIENCED YAMAHA MECHANIC. (213) 635-8058. (30/TFN)

Yamaha Service Manager/Mech.
Journeyman Yamaha mechanic needed for dealership located in the sunny Okanogan. Excellent riding, hunting, fishing. Guaranteed salary + commission + benefits. Send resume to, or call Frank Thompson OMAK YAMAHA, P.O. Box 627, Omak, WA 98841. (509) 826-4924. (31/32)

H-D Mechanic
Experienced Harley-Davidson mechanic wanted — prefer factory trained — excellent working conditions — good pay and benefits — HARLEY-DAVIDSON OF RENO, Nevada (702) 329-2913. (31/32)

Motorcycle Sales Person Wanted
Must be honest, personable and ambitious. Sales experience and general motorcycle knowledge helpful. Large shop, many benefits. Contact Rick Rogers (213) 348-7865. (31/34)

Parts Manager are you worth $20, $30, $40,000?
If you can manage a high volume dual line parts and accessory department while projecting an attitude of service toward the customer and control inventory for maximum profit and lowest cost; if you are able to train and lead a sales oriented crew and are not afraid of long hours and hard work, then a large salary, commission and benefits with advancement potential can be yours. Call our consultant at (213) 993-1565 and leave your name and number for a confidential interview. (31/38)

Young man wants career
With large motorcycle firm, or related company. I have 10 years experience in motorcycle related fields; sales, service and management. I also have engineering background. Contact Ken Chapman (509) 375-4193. (31/32)

Mechanic/Parts Person
Apprentice parts person and hourly mechanic. Honda dealer, Orange County. Ask for Jim (714) 842-5531. (32)

Partsperson Wanted
Honda or Yamaha experience preferred. Call Tom at DICK ALLEN YAMAHA/HONDA, Newhall, CA. (805) 259-8500. (27/TFN)

Honda Mechanic
Must be experienced, have own tools, and have attitude for complete customer satisfaction. Excellent company benefits including profit sharing. Good pay and working conditions. Contact Service Dept., KOLBE CYCLE, Reseda, CA. (213) 345-7616 or KOLBE CYCLE, Woodland Hills, CA. (213) 348-7865. (31/TFN)

Motorcycle mechanic
With tools and sales or parts experience. Excellent — plenty of work. Call Mr. Anton at THE OUTRIDER, 10545 W. Pico Blvd., Los Angeles, CA 90064. (213) 879-3350. (31/32)

Mech.'s & Parts Dept. Openings
One H-D and one Honda mechanic plus two parts men. Apply at H-D/HONDA/YAMAHA OF L.A., 2531 S. Main St., L.A., (213) 749-6235. R. Hutchins. (31/TFN)

Service Manager Needed
For Northern California volume Yamaha dealer. Call Jerry (415) 798-2580. (31/34)

Service Manager Needed
Ambitious, competent service manager needed to work in large shop. We service motorcycles, boats and snowmobiles. Experience in motorcycle necessary. Call Tom MOUNTAIN VALLEY ENG. SERV., INC. (307) 587-6210. Cody, WY 82414. (31/34)

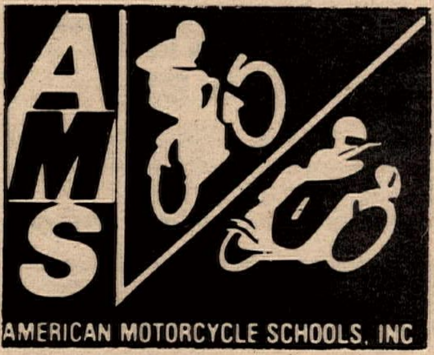
Parts
SANTA ANA KAWASAKI will train qualified candidate to become Parts Manager. Contact John (714) 541-5217. (32)

Wanted Salesperson
Need hot salesman to sell Yamahas. Contact Bill at CYCLE TOWN, San Rafael (415) 456-0335. (32/35)

Mechanic & Parts Person wanted
Must be ambitious, competent and experienced with Suzukis. COLE BROS. M/C. Contact Wes (213) 980-3715. (32/TFN)

Master Honda Mechanic
Immediate opening for Master Mechanic with 3 years Honda experience. High earning potential. "No Junkers Here." Paid holidays & uniforms, tools insured, medical and dental plans. Call Bill Mallman at LAKEWOOD HONDA, (213) 860-1354 or (714) 521-7112. (29/TFN)

Business Opportunities



Start an exciting career as a:
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"The California School of the Professionals"
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If you're serious about becoming a top-notch motorcycle mechanic, you'll want the best possible training available. You can't afford second best and neither can we. If you think you have what it takes to become a professional . . .
Call toll free 1-800-423-4678
Calif. Residents call collect (213) 944-0123. AMERICAN MOTORCYCLE SCHOOLS, 10025 Shoemaker Ave., Santa Fe Springs, CA 90670. (36/TFN)

Motorcycle Franchise for sale
Lite manufacturing, complete machine shop. Most successful dirt racing shop in California. "Wheelsmith Motorcycles," $125,000 plus inventory. Call SPECTRUM PROPERTIES (714) 495-4771. (30/32)

Kawasaki Dealership
Prime southern California area. Call Lee Bruce or Art Smith at ASSOCIATED BROKERS (714) 637-7400. (32/33)

MOTORCYCLE BUSINESS IN GROWING Chandler, AZ. For Sale — Realize good potential on $29,900 investment including stock. Call SHADOW PEAK REALTY for details. (602) 899-5900 or (602) 986-1946. (32)

Suzuki/Husqvarna Dealership
in Flagstaff, Arizona. Profitable, well established business in excellent location. $100,000, terms. Rita—ERA REALTY (602) 526-0897. (32/EOI/34)

Can-Am MX4 250
Ohlins, aluminum swingarm and silencer, Whirpool, very clean. $750.00. Ask for Joe (213) 833-1148. (32)

'77 IT 400D. White Bros., Terry Kit, VDO, K&N, Dunlop. 1,000 miles, $895. (213) 539-3760. (32/34)

1979 Honda XR-500
Good condition, hardly ridden, $1200.00. Talk to Steve (714) 957-1966. (32)

'80 Suzuki GS1100
Xlnt. condition. 2.5K mi., $3650. (213) 379-4013. (32)

'79 Maico Magnum 440
Good condition, $1200. Mike (213) 542-7932. (32/33)

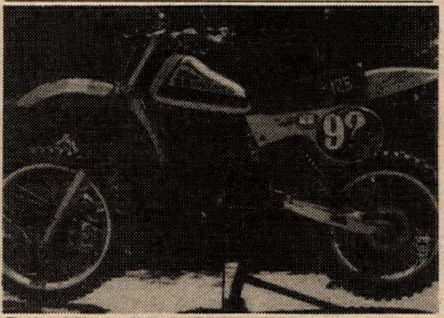
1978 Husky CR 125, $695
WFO swingarm, 11" travel, skid plate, balanced air forks, extras, $695. (213) 243-8934. (32)

1976 MR 175 HONDA, clean, Curnutts & skid plate, $325.00. 1975 400 WR HUSKY, VDO, Curnutts & street license, $495.00. After 6:00 p.m. (714) 848-8203. (32/33)

'79 Yam. 750 Special like new
$1800.00 — '79 Windjammer Mark IV fairing, $150.00. — '79 Krauser saddle bags, $150.00 or all for $2,000.00. (213) 833-7792. (32/33)

FOR SALE OR TRADE: Doug Nash 5 speed car transmission, never used. Anything of value considered however, Yamaha flat track equipment gets first consideration. (312) 682-1769. (32/33)

2 '79 TZ250Fs AND 2 USED '80 TZ250Gs: Priced between $3,500 & $5,000 depending on equipment & spares. Call TTFN in Illinois (800) 642-9567, all other (800) 851-1561; evenings (217) 469-2784 or (618) 544-8358. (32/33)



Sacrifice RM125N, $635, trick
Tom Turner porting and pipe. Boyesen reeds, 2nd over, RM80 ignition, D.G. 34mm carburetor, new piston, rings, sprockets and chain. Luft reservoir shocks, Al Baker fork kit, new Dunlop front, Andre bars, stronger spokes and rim, power is broad, pulls everywhere and is really fast. Call Arnold (213) 263-3743. (32)

Bultaco Wrench Saves $
1977 Bultaco 250 Frontera. Excellent running enduro bike. Low miles, but bottom end grumbles. $400 OBO. Also quick, strong box stock '73 Maico 400 with new Metzelers, Konis. $350 OBO. (805) 499-1124. (32)

Last chance!! Husqvarna
A few left — '79 250 WRs. SAVE over $600.00. Financing available. ALBA RACING (714) 436-9771. (32/33)

'76 Suzuki — '73 Bultaco
RM370, xlnt. cond., $575. Pursang 250, runs well, $225. (213) 425-3031. (32)

'78 Ford Van, $3500 tk. ovr. loan
Set up by National rider with wall, bed, shelves. E250 351 2BL auto, PS-PB, AM—FM cassette, dual tanks, mags, radials, insulated, panelled. John (415) 467-7339. (32/33)

'74 Yamaha Trails TY250
Excellent condition, must sell, $450. (714) 753-2263. (32/33)

Yamaha IT175E
New ring, 10" White Bros. Mono, 10" Terry Kit forks, reed valve spacer. $700.00 OBO. Doug (213) 944-4802 eves., (213) 944-9122 days. (32)

1980 YZ465
Just broken-in. Metzeler front, jetted and dialed in, raced once. Sell or trade for Honda Odyssey plus cash. (805) 526-0168. (32)

Four wheeled fun!!
1976 M.G.B. convertible with 35,000 miles. All tops, perfect condition. New tires on real wire wheels. Flawless inside and out. Deep maroon. Costa Mesa (714) 631-7417. (32/TFN)

Yamaha 4-stroke
Factory bike prepared by Pro-Tec for Pierre Karsmakers. Won the National Championship at Carlsbad in December 1979. Highest offer over $3,000.00. (714) 499-5021. (32/34)

3 rail trailer
Used only 6 times. 13" tires, Leaf springs, $275 firm. (213) 993-9690. (32)

YZ 100 E
Excellent condition, D.G. pipe and no. plates, White Bros. shock kit, fork kit, fresh top end and new tires, many extras, $650.00. (714) 544-4593. (32)

Rickman Rickman Rickman
125 Zundapp/250 Montesa engine parts. Large inventory. Rickman Distributor. TARGET PRODUCTS, INC., 2724 W. Main St., Alhambra, CA 91801. (213) 284-3238. (7/TFN)

'78 KTM 400
New top end, less than 5 hours on engine, 11 in. front & rear, Ohlins on rear, clean & fast. $1,000 or best. (213) 630-4924. (32/33)

Revive Lost Power
CR125R, CR250R, & others. Dyno tests show our alloy steel liners give more horsepower and longer life at a fraction of the cost. Rebores up to .080", $95 complete (pistons not included), Pro porting $50 extra. Remove all studs & pins, send no money, we return it COD. Allow 3-5 days. KUSTOM KRAFT CYCLE, 886 Bluffcity Blvd., Elgin, IL 60120. (312) 697-4343. (34/EOI/TFN)

Yamaha '78 TT500
Excellent condition, $975.00 or best offer. After 6:00 p.m. (714) 548-0826. (32)

'77 KTM 250 6 Days
Excellent condition, Works shocks, Lectron carb. and more. $750.00. After 5 p.m. (213) 438-1224. Let it ring. (32)

1980 YZ125 G's
2 bikes both super condition, $800.00 each. (714) 846-6455. (32)

Greeves Griffon Motocrosser
250cc 1971, one owner. Ceriani forks, looks new, stock-unrestored. A recognized Classic Motorcycle by the Classic And Antique Motorcycle Association. $900.00. (415) 364-9531. (32/33)

'79 Maico 450
Works shocks, heavy duty spokes, silencer, Terry cables, Mikuni carb, top condition. $1200.00. (805) 497-7747. (32/33)

1975 Bultaco Pursang 250
Choice — $450.00. Days — (714) 744-9401. Nites — (714) 726-0386. (32)

1977 Yamaha TT500
Excellent condition, forced to sell. $800.00. (213) 345-1281. (32/33)

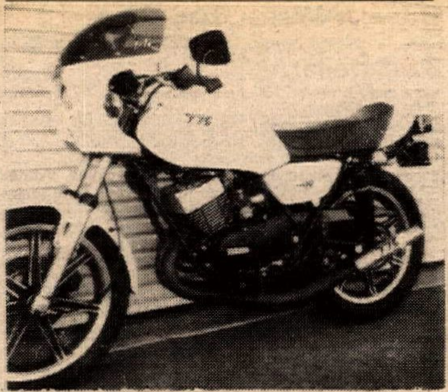
Can-Am 250 MX-6
Metzelers, Works dampening rods, new S&W shocks, $1600. After 5 p.m. (213) 889-5167. (32)

1980 DR400 Suzuki
10" fork kit — Curnutt shocks 10" rear, new tires — Speedo drive. $1600.00 or best offer. '78 PE 175, $550.00. After 5 p.m. (213) 326-3542. (32)

Enduro Score Card Holder
$6.95. Made of waterproof nylon material, mounted on top of gas tank. Removable. Dealer inquiries invited. CLAIREMONT CYCLE SUPPLY, 4461 Clairemont Mesa Blvd., San Diego, CA 92117. (714) 272-1162. (32)

B.F.I. Fork Tubes for Minis
Suit CR80 — RM80 — YZ80 — KX80 — Improved dampening, 8⅝" travel, saves 3 lbs, solves your bending problems, complete with air caps and dampner rods — $169. FRANKS RACING, 17785F Sky Park, Irvine, CA 92714 — (714) 546-3484. (28/EOI/32)

'78 Suzuki RM125C
Excellent condition, ridden very little. $575 or best offer. (213) 325-1050. (32/33)



Kanemoto Racing Pipes ***
By Toomey Racing for RD-400's and 350's. These are the finest made, best looking, best performing pipes you can buy. With aluminum mufflers, tapered head-pipes, and rubber mounts, $195.00. Call or write: TOOMEY RACING, 25901 Belleporte Ave., Harbor City, CA 90710. (213) 539-4324. (46/TFN/EOI)

'79 Kawasaki KX 250 A5
Excellent condition, Works Supercrossers. Must see to appreciate. Call 5 to 8 p.m. $800.00. (714) 593-7164. (32)

Husky 250 GP 1976
Ridden little since new. Mint condition. Call for info. $700. (714) 535-3250. (32/34)

2 time ARRA 250 Prod. Champion
Plus 1 parts bike, spare top end, rear slick, front disc, spare trans, wheels, street licensed, new rings, wife's pregnancy forces sale. $750.00. (714) 687-0673. (32)

Rickman Owners Club International
Send name, address, models, serial numbers of bikes owned for free membership information in Factory Authorized Club. Save $$$ on parts, handbooks, tools, accessories. (Include $1 for sample copy of 16-page quarterly. Metisse News-letter with history, specifications, discount info.) ROCI, Box 001, Eagle Rock, (LA), CA 90041. (8/TFN/EOI)

CR80 Honda Swingarm
4130 Chromoly tubing — 1" longer than stock, $149.50. FRANKS RACING, 17785 Sky Park, Irvine, CA 92714. (714) 546-3484. (28/EOI/32)

'79 Maico 440
Aluminum silencer, Works Performance shocks, xlnt. condition. Make offer. (213) 894-7876. (32/33)

'79 Yamaha YZ250F
Mono set-up, Terry Kit, very clean. $1,150. Call eve. (Chuck) (714) 846-9091. (32)

FAST FILL GAS CAN
5½ gallon capacity, fast (approximately 2 seconds/gallon), light weight (6 lbs.), heavy duty aluminum, $106.95. OPTIONAL STAND ($19.95) and OVERFLOW SYSTEM ($24.95) also available. Master Charge and Visa welcome. PACIFIC RACING PRODUCTS ● USA, P.O. Box 178551, San Diego, CA 92117. (714) 278-9808. (29/TFN)

Motorcycle Trailers
2 to 5 rail custom built motorcycle trailers. Dealer inquiries invited. (213) 923-8883 or (213) 861-7721. (23/TFN)

Hallman-Aberg TT500
4-months old, make offer, xlnt. condition. (805) 758-5837. (30/33)

750 Triumph
Trackmaster frame, Axtell heads, close ratio trans., Mikunis, new top end, Barnett clutch and Neil Keen pipes. Very, very fast. Spares, $1,500. (816) 561-9681. (31/32)

1980 KAWASAKI KZ 550A w/Michelins, only 600 mi. Just serviced, ready for box stock or street. Must sell, $2,100 or best offer. (213) 581-4928. (32/33)

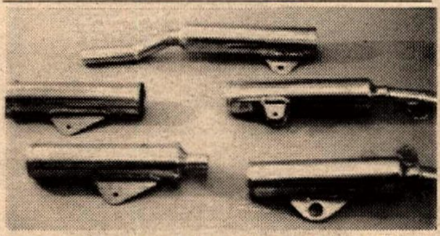
Lectron Carbs & Kits
Available to dealers & individuals. Fast delivery anywhere in U.S. For information & application, call (313) 852-0856 or write: SUPERIOR SYSTEMS LIMITED, P.O. Box 1522, Troy, MI 48084. (30/33)

Pavement Racing Magazines
New from England! A monthly road racing magazine. Profiles, races, machines and many color photos. Sample copy, $3.00. Subscription $33.00/year. WALNECK'S VINTAGE M/C SALES, INC., 7923 Janes Ave., Woodbridge, Ill. 60517. (312) 985-2715. (32)

1969 Triumph Trackmaster
Bored and stroked, high performance cams and crank, Ceriani front end, S & W gas shocks, Mag ignition, excellent condition. $2,000. Mike Coplin (213) 473-1656 or (213) 656-9320 and ask for Robert Lancer. (31/33)

1980 Kawasaki 125 Uni-Traks
Call for the lowest price! RINCON KAWASAKI (714) 884-6481. (31/32)

$100 Reward
For info causing return of '79 RD400F Daytona Special. Lic. 858455, I.D. #2V0-003979. Leave number, Ivan (209) 372-4431. (31/34)

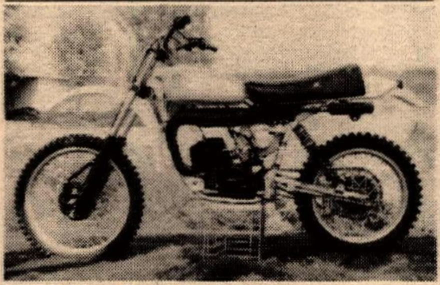


Factory pipe aluminum mufflers
$28. All models: Maico 400 — 440 Mag & M-1, Maico 250 M-1, RM100-125-250-400 N-T, YZ125-250-400-465-F/G, CR250-125R, R2. Totally rebuildable, guaranteed against breakage. Spark arrestor, inserts available. Write F.P.P., 3001 #30 S. State St., Ukiah, CA 95482, or call (707) 462-9291. (32/33)

'79 KTM 420
Complete new engine, 0 hours on it. 12 in. front & rear, Ohlins on rear, spare desert tank. Must see, $1600.00. (213) 630-4924. (32/33)

YZ465 G Reed Spacer Kit
Team Yamaha Wrench Report recommended a reed spacer for YZ465 to smoothen powerband. White Bros. has sold reed spacer kits since 1975. The YZ465G reed spacer kit sells for $15.50 which includes gaskets and bolts. Reed spacer kits are also available for all 125, 250, & 400 YZ & IT Yamahas. Call or write: WHITE BROS., 11611 Salinaz Dr., Garden Grove, CA 92643. (714) 638-1653 or see your dealer. (32)

Wanted XR500 Flattracker
Must be in Champion, Panther, or Wasco frame. (415) 783-5156. (32)



1978 Husky 125CR
Cherry cond., some xtras, mostly stock. Clean and tight, $695. (714) 792-1949. (32)

WANTED: TRIUMPH T140V Amals, T.T. pipes, glass seat and tank. (213) 398-1681. (32)

'79 Yam. RD400 Daytona Special
850 miles, $1650.00. '78 Yamaha SR500E road racer with Mikuni, Megacycle, White Bros. swingarm, S&W, wide D.I.D. rims, and stock parts, $1300.00. Shell frame 250 Yamaha, '77 Carl Brown motor, Bill's Pipe, Pro Novice bike, fresh, $1700.00. (915) 592-0834. (32/33)

1976 TY175
Good condition, $400. (213) 530-9270 or (714) 659-2202. (32/33)

RM 125
Exlnt. condition, $450. (213) 428-1609. (32)

Maico 400
'78 — Excellent shape, many extras, original bore, competitive racer, great trail bike too. $795.00. (213) 340-8743 Eves. (32)

'79 Honda CR250D
Excellent condition, Fox Air Shoxs, tank, $975.00. (714) 634-4443. Ask for John. (32/33)

Ohlins Shocks 15¾"
Excellent condition, less than 1 hours riding time, $200. (916) 645-2438. (32)

Champion 250 Yam.
'75 YZ motor, xtra barrel, Banke pipe, race ready. Call before 4 p.m. (702) 827-3316. (32)

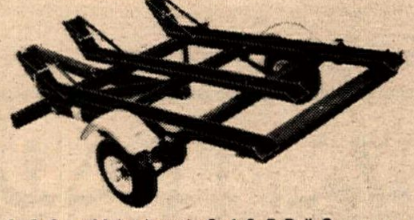
DUCATI DARMA, NEW, NEVER SERVICED, never started. 1978, black & gold, $2899.00. Will ship or deliver anywhere. CROSBY CYCLE, Buffalo, MO. (417) 345-8991 or (417) 345-2781. (32)

1977 H-D XLCR
All original, absolutely perfect condition. 3200 miles. For information call CHRIS DRAAYER MOTORS (801) 322-5505. (32)

1977 Suzuki PE 250
In storage last 2 years. Maintained in showroom condition. Call for list of extras. $800.00. (213) 352-5034 or (213) 353-9005 ask for Steve. (32)

Norton Triumph BMW MG/ Owners
Stripped exhaust port threads repaired, valve seats installed. Mail to JACK SIMMONS, 17320 Santa Rosa Road, Perris, CA 92370. (714) 787-8388. (32/35)

Cycle Trailer...$257 & Up*



1, 2, & 3 — Major brands & 4 & 5 Rail Customs — Small or large wheels. Also Vehicle & Utility Trailers & Hitches installed. M.S.C. (213) 767-1757. (28/EOI/TNF)

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Large inventory. Shipped same day. Master Charge and Visa accepted. SPORTCYCLES OF HOUSTON, 2723 Yale, Houston, Texas 77008. (713) 862-2252. (28/TFN)

Quack! Quack!
El Mirage would make a terrible park!
Son of Desert Duck (32/33)

Free—Fox Forx—420 Husqvarna
ANAHEIM HUSQVARNA gives free Fox Forx and 420cc engines with every new Husqvarna purchased. Fox Forx on 250 CRs also. Same price as stock. Call us, we're crazy. (714) 630-6522. (31/34)

Thinking of road racing but don't have the leathers?
The CALIFORNIA SUPERBIKE SCHOOL can fit anybody right now. We also have boots, gloves, and approved Bell Helmets for rent. $70.00 for complete set + deposit of $225.00. We also have A.F.M. license applications. Call (213) 484-9323 for information. (27/34)

Can-Am parts
Complete inventory of all Can-Am parts. All years and models. Orders shipped UPS same day. FOX TRAIL MOTORS, Algonquin, IL 60102. (312) 658-5284. (50/1980)

'79 Bultaco 350 Sherpa T
Electronic ignition, Fox Shoxs, new tires, $1,000. (714) 247-5351 after 6:00. (32)

GRIMECA BRAKES
Disc brake components that work! Master cylinders, calipers, rebuild kits. AEROQUIP hose and fittings. STORZ PERFORMANCE, 9344 Oso Ave. "J," Chatsworth, CA 91311. (213) 993-3430. (32/34)

1980 RM125
Approximately 2 hours on bike. Like new. $950.00 firm. (714) 795-6857. (32)

'79 Husky forks
11.8" travel, Honda seals, axle and crowns. (714) 982-7478. (32)

KTM parts needed
MC5 restoration at hand. Need swingarm and gas tank, but will consider boxes of what have you at right price. Eves. (707) 822-0042. (32)

Speedway Bike
Longstroke Weslake centerport. Show cond. and gearing. $2,000. (714) 642-0354. (32)

'76 Yamaha YZ 100 female owner
Excellent condition. DG pipe, gold anodized DG head and sprocket, 520 chain kit. Never raced, original tires, fast, dependable. Needs good home. $500 OBO. Kim (213) 991-3674. (32)

1977 YAMAHA 400YZD, good condition, fast, extras, $600.00. Lon (213) 353-2202. (32/33)

Yamaha YZ 125 G 1980
Stock, many little extras, extremely clean. $950. (213) 697-9444. (32)

Kenny Roberts...
Never rode this bike. You can. '75 YZ250. Champion frame, Ceriani, Mulholland, Barnes, Hurst/Airhart, Champion glass, very fast; clean. $900. Rob (714) 968-9905. (32)

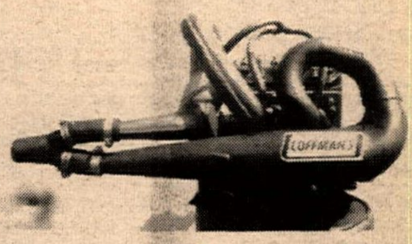
'78 Can-Am MX-4, $825
Stock, good condition. Call after 6:00 p.m. (213) 338-8307. (32)

1978 Yam. YZ125, $600
Desert tank, skid plate, Cheng Shin tires and Uni-filter. Green sticker. Well cared for, ridden little in '79-'80. (213) 391-3432 or (213) 398-3696. (32)

★★★ 1980 YZ-125G ★★★★★
Xlnt. cond., DG port, shock & forks reworked, front Metzeler, Phase II, std. bore, bike is only 2 months old. Must sell!!! Moving to 250, $899.00 firm. Call (213) 469-8731 or (213) 464-7137. (32)

MONTESA TRIALS 250, 1977 unused, excellent condition, $600.00. (714) 448-0670 or (714) 462-9623. (32)

Suzuki DR370 and RM400N
Both stock and in new condition. $800.00 for the DR370, $1195.00 for the RM400N or trade for TT500. Call (805) 238-5413 after 4:00 p.m. (32/33)



JET SKIERS
COFFMAN'S new dual Jet Ski Pipes. These pipes are good for 40% more H/P. These pipes are water jacketed to meet racing rules. Guaranteed against breaking. Comes complete with instructions, exhaust manifold and all mounting hardware. $349.00. Call or write: COFFMAN'S, 5842 "G" McFadden, Huntington Beach, CA 92647. (714) 897-2209. (32/34)

Yamaha Daytona Special
'79 RD 400F, xlnt. cond., Specialist II pipes, Michelins, fairing + more. Ask for Jeff Graham (GSM). $1,895.00 O.B.O. Days (213) 764-1808 or 875-0694, eves. (805) 251-0701. (32)

1978 DODGE TRUCK — Original condition, 18,000 miles, $3,450.00. (213) 888-5401. (32)

Repo — '80 Honda XL500S
960 miles new. Give us a call — make offer. 8:30-5:30 M-F (714) 847-9661. (32)

KZ1000 shafts, $2995
10 in stock. COVINA KAWASAKI (213) 967-4181. (32/TFN)

BASKET CASE SL70, heavy suspension, stroker kit, good tires, $50. Strong MR175, Turner porting, 2 Lectron carbs. Needs minor work, $250. Ask for Mark (213) 320-1539. (32)

1980 Uni-Trak 420KX Kawasaki
Stock, excellent condition, $1450.00. (213) 721-7831. (32)

'79 426 YZF. IT'S the same as the bike Marty Moates rode in '79. Finned reservoir, inverted shock, raced once, $1260. (714) 525-9143 or (714) 775-2719. (32)

Kawasaki 1980 KX250 Uni-Trak
Less than 10 total hours. Bike is in showroom cond. Unemployment forces sale. I'll deliver anywhere in California. Must sell so price is looow. $1,325. (408) 758-5537. (32)

'77 Yamaha TT500
Excellent condition, extra desert tank, $895.00. (213) 424-7117. (32)

DMS YAM
Race ready — $1700.00. (213) 891-2062. (32)

Suzukis
RM 250T and DS125N, mint condition, $1200.00 and $600.00. GS1000EC, mags, tires, tank, side covers, seat, and tail section. (714) 994-3464. (32)

1978 Ford Van
"Short" model, black with chrome spoke wheels, stereo cassette, power brakes & steering with A/C. Very clean, must see. $5,500. (714) 846-8634. (32/33)

1980 Uni-Trak 175KDX Kawasaki
Ridden twice. Less than 5 hrs. on engine. Still new. Sacrifice for $1,200.00 cash O.B.O. Also 2 rail motorcycle trailer, excellent shape, $200.00. Please call — wife needs surgery. (213) 397-1090. (32)

YAMAHA RD 350, new top end, DG pipes, Mikuni carbs, Cafe bars, good cond. After 6, $550.00. (714) 524-5160. (32)

'78 Honda CR250R
Fox Air Shoxs, $800.00 or best offer. Will deliver in Southern Calfiornia area. (714) 842-4597. (32)

'79 Suzuki RM125N-very clean!
A-1 condition, 520 chain, Answer bars, new grips, Pro-dehandlers, Petty fenders, LOP side panels, heavy duty case saver. Must sell soon, $695 O.B.O. (213) 892-3057. (32)

******BIKE TRAILER******YAMAHA YZ80****** — 3-5 rails, huge box, full floor, large wheels, spare tire, new, $375.00 — 1978 YZ80, too fast for kid, like new, $400.00. (213) 360-3421. (32)

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400 YZ 1979, $1300 or trade speedway bike race ready. (714) 988-9401. (32/33)

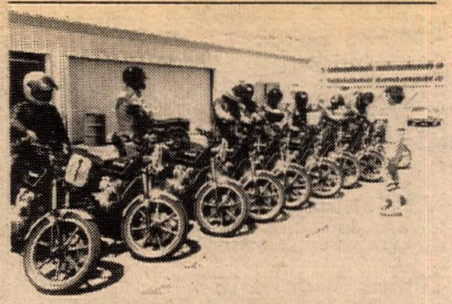
ALL M/C SWAPMEET
1 night only Fri., Sept. 12. 6-11 p.m. ORANGE COUNTY FAIRGROUNDS. All indoors, space available. 24 hr. info. (714) 831-5116. (32/36)

FREE 1974 FORD F250
with purchase of 1978 Dreamer Camper. Camper is 8½ foot, fully self contained, shower, toilet, hot water heater, 2 large holding tanks, stove w/oven. Sleeps 6. Truck has blown 7th cylinder. Everything else is good. Truck is set-up for Camper and has RV radials w/rims. Take whole thing for $3,000.00 FIRM. (213) 422-4455 after 6:30 p.m. (30/TFN)

1967 Buick Skylark
runs great, air conditioning, automatic, power steering, power brakes, $500.00 firm. After 8 p.m. (213) 677-1773. (30/TFN)

'78 KX 250
New top end, 5 hours on engine, like new. $600.00 or best. (213) 630-4924. (32/33)

1978 Suzuki RM250C, $750
Excellent condition, never raced. (714) 827-2817. (32)



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to take the fastest, safest AND most exciting ride there is. YOU ride one of our red hot KAWASAKI KZ 550's (we keep them cool with LOCKHART OIL COOLERS), with our leathers, boots, helmets and gloves, on the 2.5 mile Riverside road course. IF YOU HAVEN'T DONE THE CALIFORNIA SUPERBIKE SCHOOL, YOU HAVEN'T HAD FUN ON A MOTORCYCLE.
ARE YOU READY?
P.O. Box 3743, Manhattan Bch., CA. 90266. (213) 484-9323. (27/32)

WANTED: Street legal equipment (headlight, Speedo, etc.) for TS 185 Suzuki. (213) 353-4124. (32)

XR750 BRAKE KITS
Grimeca brake and foot pegs set up for XR 750. STORZ PERFORMANCE, 9344 Oso Ave. "J." Chatsworth, CA 91311. (213) 993-3430. (32/34)

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Many Works parts and accessories for all year Husqvarnas. Gary (714) 646-5472. (32)

BMW R65 1979
4,500 miles, excellent condition, silver, $2,995. Days, (615) 327-0005; nights, (615) 832-3827. (31/32)

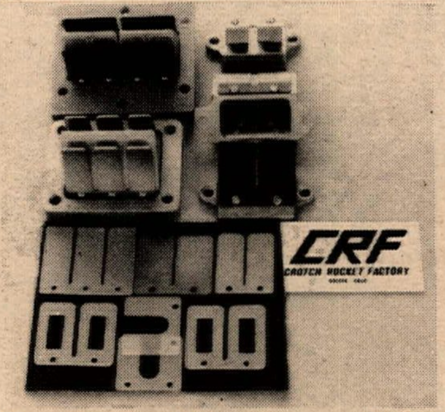
Wanted trailer 16-20 ft.
Bike hauler — no Pro-Trac please. Don (213) 833-1301. (32)

YZ 125 F '79
Exlt. cond., $800.00. (213) 924-5639. (32)

'75 400 CZ Jawa
400 CZ, immaculate condition. Asking $600.00 or best offer. Walnut, CA. (714) 598-1625. (32)

Suzuki Sale!
HONDA/SUZUKI OF POWAY in San Diego. RM100 — 125 and 400's. Call owner, Bob Emde for a super deal. All 1980 Suzuki's must go! No respectable offers will be refused. (714) 748-4151. (31/34)

AMA Kawasaki Superbike
Many Yoshimura parts with fully modified chassis and suspension. Fresh motor, ready to race and fast. Selling due to illness. (415) 357-8190. (29/32)



Boyesen reed & power reed kits
CRF has all your reed needs covered. Boyesen two stage reeds for CR80-250R, YZ80-465A to G, Husky and all RM, PE, KX's. We also have 8, 6, 4 and 3 petal reed assemblies that improve power by 20 to 30%. Now available, 9mm reed spacers for YZ80-465G, all KX's, CR125/250R. $10.95 retail. Call or write CRF, Box 2084, Goleta, Cal. 93018. (805) 683-1426. (31/32)

1980 RM125
Excellent condition, $825.00. (714) 795-6857. (32)

WANTED — '77 or up YZ 250 or 400 complt. front end with wheel and front and rear wheel for '74 or up 250 or larger HUSKY. (213) 868-3323. (32)

CZ — JAWA — BABETTA
Parts & accessories. JB CYCLERY, 17577 Road #24, Madera, Calif. (209) 674-4788. (1/TFN)

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YZ50s, IT125s, IT250s, YZ465s. All 80 models. Brand new. Fantastic savings. (316) 945-8221. (31/32)

Hercules 250 GS Enduro
Very clean enduro bike, low miles, excellent condition. Also great trail bike, 7 speed. Plus extra 4 gallon tank. $575.00. (714) 448-0670 or (714) 462-9623. (32)

Knight-Crowther Honda XR500
Complete chassis by Terry Knight. Engine built by Mike Crowther. Three races old. $3400.00 or offer. Call (805) 238-5413 after 4:00 p.m. (32/33)

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**** BULTACO *** SWM ****
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****AT BURBANK YAMAHA****
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350D/250. F top, F pipes w/alum. silencers, bored Mikunis, Krober tach, Jeff Bratton crank, mags, Fontana brakes, reinforced frame, 2 fairings, gearing. $2,500 plus spares. (319) 377-0247. (31/32)

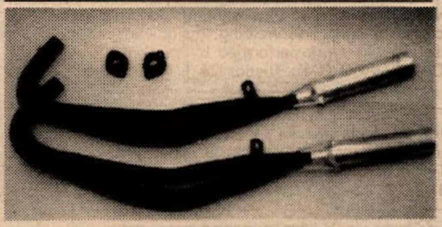
TT500 & TT250 Sale
New 1980 TT500, new 1980 TT250. Close out sale at unbelievable prices. New 1979 TT500 $1,592. (316) 945-8221. (31/32)

Honda handling performance special from Moto-X Fox
Improve the handling of your stock CR Honda significantly with the installation of the new FOX FACTORY SHOXs and receive a free copy of The Moto-X Fox Guide To PREPARING THE CR AND XR HONDA FOR COMPETITION. FOX FACTORY SHOXs with reservoirs, $275.00; without reservoirs, $225.00. Includes two stage springs and all installation hardware. Give CR model or required shock length, rider's weight and degree of skill. California residents add 6% tax. MOTO-X FOX, 520 McGlincy Lane, Dept. CNW, Campbell, CA 95008. Phone: (408) 371-1221. (30/EOI/32)

Iowa Racer's Van
1979 Dodge Maxi, all options, 360, dual exhaust, regular gas, stereo, CB, 5/50,000 warranty, 10,000 miles. New 5/79. $7,900. (319) 377-0247. (31/32)

Norton Triumph owners/dealers
We repair stripped ports, threads. COMPETITION CYCLE CENTER, 2629 W. National Ave., Milwaukee, WI 53204. (414) 672-4010. (TFN)

'78 Suzuki RM250C
Excellent condition, $850.00. (714) 982-9579. (32)



Factory Pipe RD350-400 pipes
$100 with money back guarantee. Tapered head pipes, rebuildable aluminum mufflers (snap ring type, no rivets) hydroformed bodies, comes complete with all hardware and instructions. Write F.P.P., 3001 #30 S. State St., Ukiah, CA 95482, or call (707) 462-9291. (32/33)

AW red Maico 450
Immaculate condition, fresh Wheelsmith motor, many extras, forks, swingarm, etc. $600.00 firm. (714) 448-0670 or (714) 462-9623. (32)

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Femsa units complete and suitable for mounting on TA125, TA250, RD250, RD350, RD400, TZ250, TZ350, competitively priced at dollars 200 per unit. Call Joe Parnell at (803) 469-0313 or Richard King at (704) 334-6816. (30/32)

"O'Brien" Camshafts
H-D, Honda, Kawasaki, Suzuki, & Yamaha. For complete catalog send $1.00. 4651 — 62nd Ave. North, Pinellas Park, FL 33565. (30/32)

$50 Finder's Reward!
WANTED — to buy — Perfect new mint Suzuki RV125 with low/no miles. "Doc" weekdays (714) 741-4461. (30/34)

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Ten words or less $10
11 through 25 words $14
Over 25 words, 30 cents per word
Headline in bold type. $3
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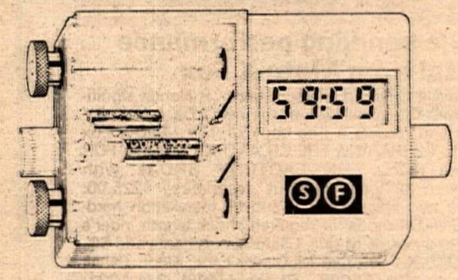

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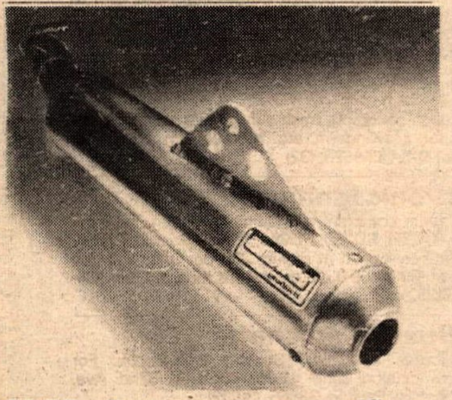

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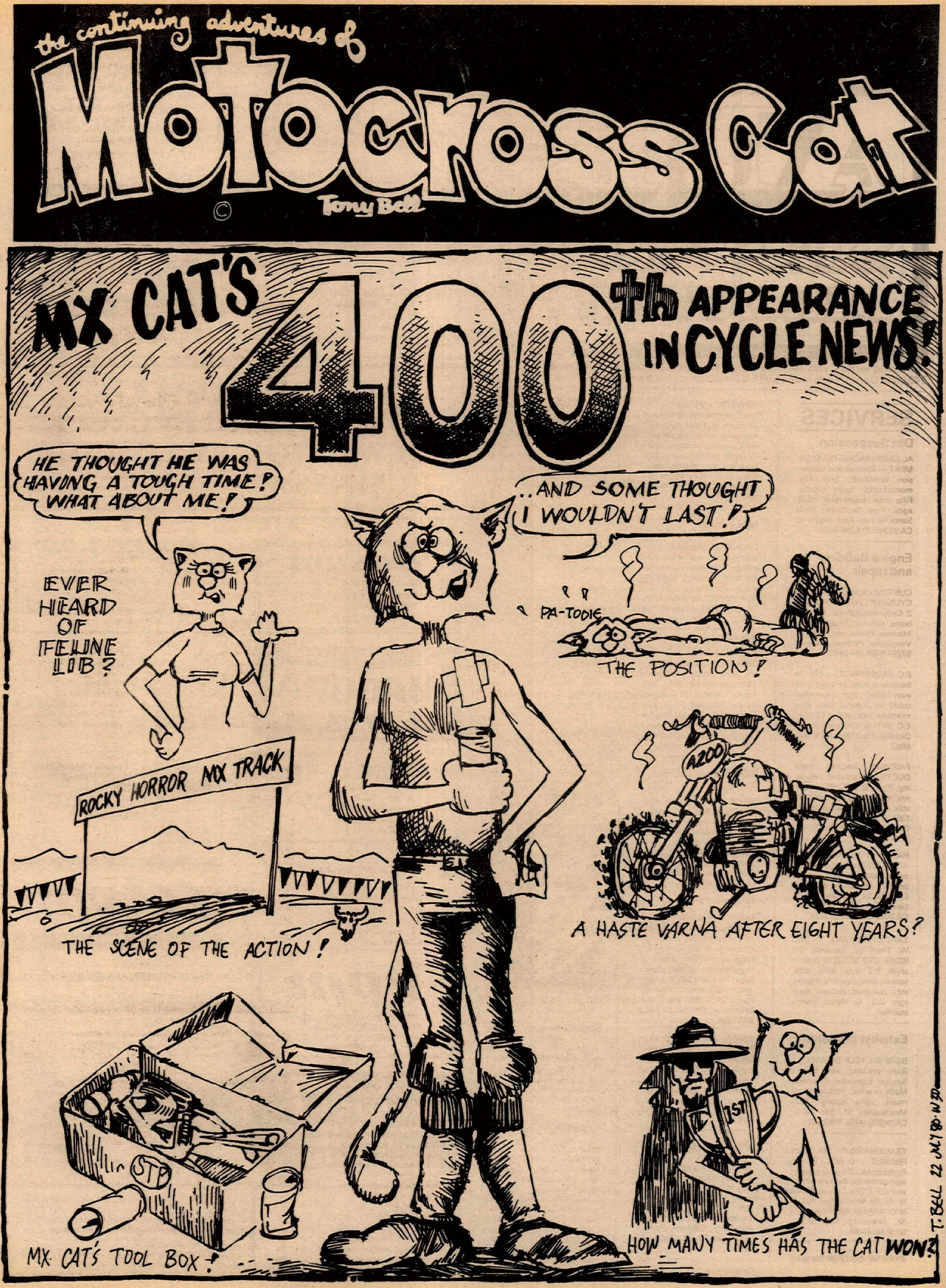
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ADVERTISER INDEX

AME.................36, 37
Aircone.................45
American Honda.........11
Arai Helmets.............35
Ascot....................37
Bert's Motorcycles........45
British M/C Parts..........45
Burbank Yamaha...........36
CRC.................37, 39
Canoga Park Suzuki........41
Carrera...................23
Chrome One...............40
Cole Bros.................40
Coleman's.................41
Corona Raceway...........39
Cosmopolitan Motors.......41
Curnutt Shocks............36
Cycle News Products.......41
Cycle News Sub Info.......48
Cycle Rider...............41
Daido Corp................29
DeAnza Cycle Park.........36
District 37................37
Downen's Cycle Center.....36
Dunlop Tires....19,21,23,29,31
EDCompany...............45
Galaxy Wholesale..........45
Garland Suzuki............45
Hi Point...............21, 38
Jim Hunter MC Repair......45
Husqvarna Motor Corp......27
Indian Dunes..............36
JB Racing.................29
KTM America, Inc..........40
Kawasaki Motors..........31
Klotz Special Formula Prod...40
Luft Shock Factory.........41
Magura...................45
Maxima...................31
Mr. Know It All's..........39
Moto-X Fox...............35
M/C Tire Corp.............39
Mountain View Dist........38
National Motorcycle Patrol...35
Neotech Intl..............40
Othman Dist...............45
Pasadena Suzuki...........35
The Port Factory..........45
RPM......................45
Racecrafters Int'l..........45
SRA......................36
Saddleback Park...........37
Saddleback Suzuki.........38
Shoei Helmets.............19
Simi Valley Honda.........40
Malcolm Smith M.C.........45
Stadium Motorsports.......36
T & O Yamaha.............31
Sammy Tanner Dist.........45
Terrycable................40
Track N' Travel...........45
Tu Gee Ent................38
U.S. Suzuki Motor Corp....5,13
Vance & Hines Racing......38
Wheels of Time............45
Williamson Sportmotor.....45
Women's National MX......15
Yamaha Int'l.........16 & 17

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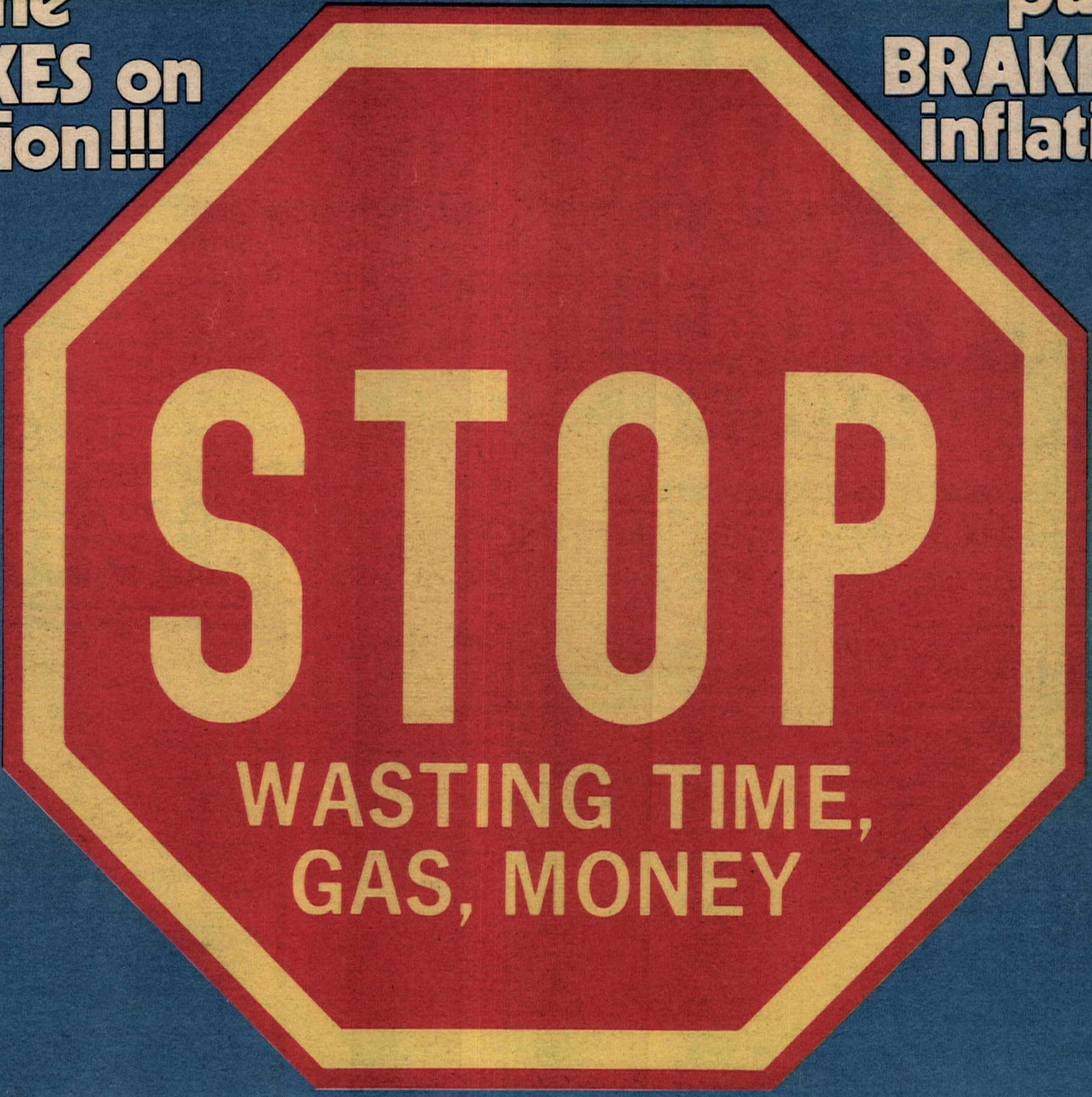

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